

# Los Angeles Sunday Times

SUNDAY MORNING, JULY 10, 1910.

Part VI: 8 Pages

FOR INDUSTRIAL FREEDOM

On All News Stands, 5 CENTS.

On Trains 10 Cents.



Natural Half-way  
Harbor Between Los  
Angeles and San  
Francisco

The water front can now be had  
at the lowest rates and prices. In view of  
the development of Harbor, town and  
beach, values are even now  
increasing. We shall be glad to ar-  
range to have you to OCEANO BEACH free

Commercial future is assured  
for the richest part of California.  
A summer resort OCEANO BEACH is  
developing into one of the most de-  
veloped and popular in the Pacific Coast.

Fishing, Hunting, Boating,  
Swimming, Etc. We are  
offering Illustrated Lec-  
tures Tuesday and Friday  
6 P. M.

"The Amer-  
ican Land & Harbor Co.  
M. B. 207 30. BDWY.  
LOS ANGELES, CALIF.

Dinner With Me  
=AT=

M. D.  
COLONY

9:30 p.m. Wednesday, July  
10, to show my guests the best al-  
most land in California, 4000 acres  
and over 4000 inhabitants.

Water \$1 Per Acre  
Prices — Easy Terms

Buy and Eat Free  
How You Travel With Me

Information  
My Child, Los Angeles Manager,

CREATIVE LAND & TRUST CO.

All South Spring Street.

CARTHY COMPANY'S

WILSHIRE

AVENUE SQUARE

W. W. Westmoreland and Norton

\$1750 and Up. Street Work

Completed—Trees Planted.

Investment—Buy Now for a Home or

Investment—of the fashionable Wilshire section—

Completed—All completed—and over half

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# Southwestern Mining Industry and Progress.

NORTHERN CALIFORNIA.  
MINES BOUGHT  
BY LOCAL MEN.

Los Angeles Capitalists Take  
Over Hess Group.

Bully Hill Smelter at Dela-  
mar Quits Work.

Kansas Men Bond the Jubilee  
Mines Near Columbia.

SPECIAL CORRESPONDENCE OF THE TIMES.

ALTURAS (Cal.) July 6.—The Hess group of gold mines, in the western portion of Modoc county, near the town of Adin, has been taken under a ten-year lease by Los Angeles capitalists for \$100,000. The identity of the Anglos is not given out at this time, but it is stated that the men interested also control important mining properties in Nevada and Arizona. The company has also acquired for \$25,000 the five-year lease held on one of the claims by James Harvey. The Hess property was recently inspected by Los Angeles mining engineers who reported that sufficient ore was in evidence to yield \$450,000.

The group was located several years ago by C. T. Hess, a pioneer settler, and about two years ago developments on a comprehensive scale commenced. Several months ago a five-stamp mill was installed and has since been treating three to four tons of ore per day. The average yield is 100 to 120 tons. Recent developments have demonstrated excellent ledges in new territory and the outlook for the development of a great gold producer is excellent.

Preparations are being laid for a six-stamp mill of modern design, and the first unit of ten stamps will be shortly installed. The new company will immediately proceed with vigorous developments at several points and additional units will be installed as rapidly as conditions warrant. The Hess mines were the scene of a remarkably rich strike last spring, and the announcement of the discovery in The Times was followed by the visit of the Anglos to the district. The recent transaction is the result.

**Case Against Steifer Company.**  
The Superior Court of Butte county has dismissed the complaint entered against the Steifer Mining Company of Los Angeles by the Oro Water, Light and Power Company and dismissed the temporary injunction restraining defendant from continuing construction work on their dam near Magalia Flat. The Oro Company alleged in its complaint that the construction of the dam would give the City of Oroville a large water and power, but defendants conclusively proved that they were within their rights. The work of constructing the big dam, which will provide a 2,200-foot elevation, will be completed, and the company will shortly be in a position to erect its power plant on the west branch of the Feather River.

Latest reports from the Steifer mine are to the effect that construction is completed and that management is awaiting the arrival of electric power as soon as electric power is available. All trouble between stockholders appears to be definitely settled, and all interests are working for the welfare of the company. The Steifer properties are located on Magalia Flat, in the rich Magalia gravel district.

**Home Ticket Contests Judgment.**  
In the Superior Court of Placer county, the Judge Prewett last week set aside the judgment of \$2,000 against the American Eagle Gold Mining Company for the death of Elmer Martz in the Home Ticket mine at Last Chance. The action for damages was commenced by C. E. Martz, father of deceased and the damages awarded May 3, 1906.

Attorneys for defendants recently filed a statement in the Superior Court in which it was stated that proper service had not been made on the company's officers or its attorney, and that the judgment, secured by default, should therefore be set aside. Judge Prewett took the matter under advisement and set aside the judgment. The Sheriff's sale of the property has been declared off.

The Home Ticket is principally controlled by Los Angeles and Pasadena people and is considered a most valuable property. W. S. Fletcher of Pasadena was formerly chief owner and was succeeded by W. H. Miller, recently deceased. It is reported that the attorneys for Martz will appeal the case, and a determined legal battle is expected.

**In Amador.**

The Kennedy mine at Jackson is developing twelve feet of milling ore on the 2000 level and will soon resume the sinking of the shaft an additional 200 feet. On the 2500 level a rich body of ore is shown, recently intersected and approximately 100 tons of ore extracted. On several levels the ore is showing such richness that it is being mined in the presence of guards. Conditions at the big property are all that could be desired and the usual dividend rate is being steadily maintained. The 100-stamp mill is operating at full capacity.

The Bunker Hill Company has developed a remarkable body of ore to the 1750-foot level. The mill has been opened for over 200 feet and the plant is fully thirty feet wide, with the end increased. In many respects it is the most remarkable body of quartz ever opened in this section. Throughout its entire length values run into milling grade. The crosscut from the 2000 level is being driven steadily and is expected to take the big vein about the middle of July. The company declared its regular monthly dividend of 5 cents per share on June 15.

**California Mother Lode Suit.**

The suit of the California Mother Lode Company against Ed Page, et al., involving title to the Eagle mines in the Indiana mining district, is on trial in the Superior Court of San Joaquin. Plaintiffs claim that the Eagle mine is now owned by the California Mother Lode, and that Page and associates are claim-jumpers. Page recently struck a \$40,000 pocket on the Eagle, and trouble between the two parties immediately commenced. South

## MANY BIG PRODUCING MINES LOCATED NEAR WICKENBURG.

SPECIAL CORRESPONDENCE OF THE TIMES.

WICKENBURG (Ariz.) July 8.—Wickenburg is an incorporated town of over 600 inhabitants, located in the north central portion of Maricopa county, close to the boundary of Yavapai and near the eastern line of Yuma county. It is the largest and most important town between Prescott and Phoenix on the S. F. P. and P. division of the Santa Fe system. It is also the point of transfer for freight and passengers from northern points to the Arizona and California Railroad, which is already in operation from Phoenix to Cudjic, Cal.

Wickenburg is the geographical and commercial center of the great gold-producing region of Central Arizona. Within the fractional sections of Maricopa, Yavapai and Yuma counties, which surround this place, are located most of the principal gold-bearing fields of the territory. There is the Vulture mine, with its United States mint record of \$16,000,000 gold production, and the Bullion mine, with a record of considerably over \$10,000,000, the Harqua Hala, the Octave, the Oro Grande, the Interior and other mines which have added many millions to Arizona's yield of the yellow metal, as well as many others in the course of mining.

The production of gold, silver, and copper in this region, although it has run into many millions, has not fairly begun. The Vulture, after twenty years of idleness, having been put up by litigation, has been recently taken over by a new company, and has started up a new under efficient management and with ample means to carry out extensive plans for new equipment and development. After about two years of work, the new company has opened new and larger ore bodies than ever in the lower workings of the mine and a splendid new California twenty-stamp mill, with cyanide plant, has just been completed for the treatment of the enormous tonnage of ore now developed.

There are numerous placer fields and promising placer claims in the vicinity of the Vulture that need only the magic touch of money to make them producers of great value. But gold and copper are not the only minerals of importance in the region. Phoenix with Prescott, another move is on foot for the opening of a road from Wickenburg to Wenden, on the Arizona and California Railroad, with a view to deflecting the California-Arizona road races and overland traffic of the Morrisston link of road inures a splendid route for auto travel from the Coast to Phoenix, and Castle Hot Springs. This will be of particular interest to the Los Angelesites who make their annual trip to the Territorial Fair.

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## IN NEW PLACE. COALINGA HAS GOOD GUSHER.

American Petroleum Well Is  
Increasing Its Flow.

Ten Thousand Barrels a Day  
Present Production.

Red Top Oil Company Is in  
Luck at Last.

SPECIAL CORRESPONDENCE OF THE TIMES.  
COALINGA, July 8.—The No. 9 well of the American Petroleum Company, 30-30-21, is gushing more oil as the gush goes by, and it is the present increase continues the Coalinga field will have Lakeview gushed right out on the about a mile from the city. Last evening the well was estimated to be producing at the rate of 8000 barrels, and this morning, although the roar of the gas was not so deafening, it was estimated at over 10,000 barrels, and a test to the well bears out this estimate.

Yesterday a large well was built round the casing on the inside of the brick, and all day and night and all day today workers have been putting the boards on top of the casing to keep the oil from shooting into the air. About forty tons of this iron now holding the oil and even at that the pressure is so great that it will get away from the well if it is lost, whereas if the weight can get it down, it all runs into the sumps and the oil is then pumped into tanks and other storage receptacles on the site.

Although the flow of oil has increased since last night, the gas pressure seems not to be so strong. This accounted for the rise and fall of tide, as it has always been stronger in the night than in the day. The gas is also the supposition in the case of the fluctuating production of the Keweenaw well in the Sunset field. It is born out, the well is likely to keep loose at any time of night in the future, and the increasing production and gas pressure keeps up.

There is not a particle of water showing in the oil, and the well was in the best possible shape until the sand cut through the casing head and the lead line. It was brought in and the company hope to find that it can handle a very large amount of the light McKittrick oil.

The Union Oil Company's Sage No. 10, in the city of Los Angeles, has an oil sand at 1600 feet and is flowing at the rate of 1200 barrels per day. The Texas strainer has been installed in the famous Maya well in North Midway, and it is now flowing steadily at a rate of 2500 to 4000 barrels per day. Oil has been discovered at Standart under a contract made shortly after the well made its spectacular debut into the society of North Midway gushers on March 1.

SECURES ANOTHER WELL.  
MERCHANTS' AND BANKERS'

Frank F. Peard of Baltimore, who is interested in the Consolidated Midway and the Merchants' and Bankers' Oil Company, has just returned from an inspection of the company's properties in Keweenaw River. He reports that well No. 8 of the Merchants' and Bankers' Company in the Keweenaw River field has been completed and the men have finished drilling through the sand in well No. 1. The company expects this well to be a good producer.

The Merchants' and Bankers' is prosecuting the work of development with all possible dispatch, and has set eighty producing wells as the object to be striven for. At the present rate it will take a long time to accomplish this work.

GOOD FISHING AT LAGUNA.  
SPEAKS OF OIL  
FOR THE NAVY.

SECRETARY MEYER WRITES TO  
CONGRESSMAN SMITH.

Tells of the Provisions for Use of  
Petroleum Fuel in Various Vessels  
of the Government's Fighting Force,  
Qualifies His Statement as to  
Future.

SPECIAL CORRESPONDENCE OF THE TIMES.  
BAKERSFIELD, July 8.—In a letter

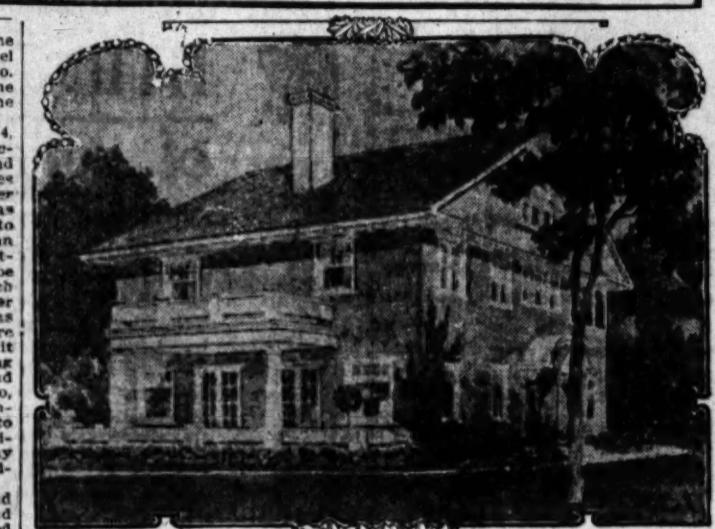
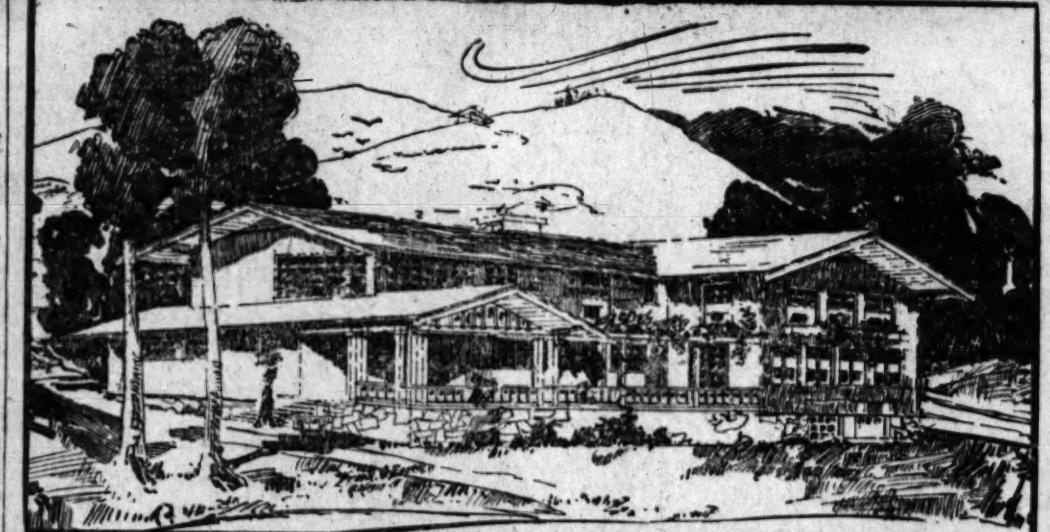
Congressman Smith of this city regarding the use of fuel in the navy, Secretary George Von L. Meyer says: "The last fifteen destroyers designed by the department, a number of which are completed and now in service, burn oil as the only fuel. The last six battleships designed burn both oil and coal. The destroyers have a tank capacity of about 200 tons each. These twenty-one vessels will require about 50 tons to fill their oil tanks once, and the quantity of oil consumed per annum would depend on the quantity with which this supply was exhausted."

"I am, of course, unable to make a statement of any value as to the probable use of oil in the navy in the future. The last fifteen destroyers designed by the department, a number of which are completed and now in service, burn oil as the only fuel. The last six battleships designed burn both oil and coal. The destroyers have a tank capacity of about 200 tons each. These twenty-one vessels will require about 50 tons to fill their oil tanks once, and the quantity of oil consumed per annum would depend on the quantity with which this supply was exhausted."

Farmers Buy.  
So great is the prosperity now enjoyed in Mitchell county, Ga., that the people of the state are putting their automobiles and are improving their roads. Since the road improvements were started, the farmers in that section are making more money on their investments than ever before, and are getting a better price for their produce. The roads are well designed and in fine condition. It must be understood, however, that this last is merely a promise, as each new design is considered on its merits, and a definite statement is not to be made in all cases.

Reliability Test.  
A reliability contest for commercial vehicles will be held in conjunction with the first annual Wisconsin tour of the Wisconsin State Automobile Association, the Milwaukee Sentinel reported. The Midway Northern well is only a few feet in the sand, and the 1500 feet of the Pacific Midway well or

## ATTRACTIVE NEW HOUSES FOR NEIGHBORING CITIES



Two interesting California residence types.

### PICTURESQUE HOMES.

Mountain Chalet to Occupy Rugged Site in Monrovia—Pasadena Plans Colonial House.

The Picturesque Swiss chalet type of houses continue to find favor in Southern cities, especially when it is used for homes with something like a rugged setting. There are a great number of this kind of residences in Monrovia and its vicinity. One of the new "mountain" homes planned for the near future in that section is reproduced from the architects' perspective on this page.

The structure, which was designed by Murphy, N. C., however, baseball clubs have a down-to-earth tendency like the rest. Newark had McGinnity's Newark aggregation ushered in the season by beating up its opponents. This was after the opening Newark possessed what seemed to be an insurmountable lead. Compared with the top notch, second place in the Eastern was as far as Reno is from Murphy, N. C.

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Now Newark acquired the lead again, and at the present time holds it by a shaky margin. Four clubs have an excellent chance in the Eastern—Newark, Rochester, Toronto and Providence. Baltimore does not look so badly, either.

TOLEDO LEADS FOR BRIEF TIME.

The American Association is having an enthusiastic race this year, one which has the whole Middle West talking. St. Paul started off as did Newark, winning nearly every game until it had an almost insurmountable advantage. Then came Minneapolis, the rival Minnesota city, with a burst of speed that soon made up the distance between it and St. Paul. After many trials the Millers placed themselves at the top. The two teams took turns at first place for several days and finally Toledo "busted" in. Newark's Mud Hens won the coveted position and held it for a minute and a quarter when Minneapolis accepted the honor again. Toledo subsided to third. The order remains the same, presenting only the bridge of points which separates Minneapolis and St. Paul. It is quite lengthy as the Millers have won fourteen games in a row and are winning again after a few reverses. While St. Paul has lost three or four.

The surprise of the season, however, is the showing of Louisville, the champion club of last year. The Colonels are safely ensconced on the bottom plane this year, and seem unlikely to rise. Louisville is playing so poorly that Helene Peitz became disgusted a short time ago and threw up the management.

Motor Row.  
"Motor Row" is being erected in North Capitol avenue, Indianapolis, at a cost of \$100,000, will be equipped with a station for the aeronauts, aero-club and also a depot for the accommodation of aeronauts. A structure the height of the buildings will be erected for the aeronauts, while the roof of the buildings will be used as a depot.

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# STOPS PERS' PAGE Freedom in Industries—Notable Achievements.

## THE CITADEL OF THE OPEN SHOP. [Editorial.]

LOS ANGELES may make not only the splendid assertion that it is the cradle of industrial liberty in America, but the equally illustrious declaration that it is the citadel of the open shop. Industrial liberty as we know it today was practically born when The Times made its tremendous, almost epoch-making fight against the tyranny of unionism. Then was laid the foundation of a movement, which is yearly achieving greater heights, to make the United States in very truth the land of labor liberty where, as President Taft once said, "It is the right of any man to work for whom and at what price he will."

At the time this newspaper made its great stand the whole country was practically over-ridden by blustering union labor leaders. The owners of great plants and factories had allowed themselves to be either blinded, bludgeoned or hypnotized (mesmerized, they said in those days) into allowing outsiders to say what rates they should pay their men and how long the latter should work. About the only thing the union labor leaders did not do was to pay the wages; otherwise they practically owned the industries.

When The Times led in putting an end to that sort of thing, in Los Angeles, this city became the leader in the movement for industrial freedom. The spread of the doctrine has been largely due to this city's stand. Therefore, it is with unusual interest that the rest of the country has watched the recent struggle between the employers of Los Angeles and the unions which want to "break in" after being kept out in the cold for so many years. It goes without saying that this city will remain true to itself and the great cause which it has so admirably fostered.

Undoubtedly the present movement against free Los Angeles is the result of a concerted plan. The reputation of this place as the most remarkable open shop city in America has spread all over the world and it is certain that a determined attempt is to be made by the men who run the unions for their own benefit to win it over to their side. Foredoomed to failure though this attack is, we nevertheless must be prepared to meet it firmly and boldly. The unions are making a fanatic, even though it is fantastic, attack on the citadel and they must be thrown back with such discomfort that they will hesitate a long while before they renew the assault.

Because of the great importance, to them, of getting Los Angeles among the fettered cities, the unions have begun their present combat by sending here mischievous makers from San Francisco, the lowest of the low. These men have foul records for thuggery behind them and are of the kind, dragged up in the slums and slush of Europe, who will stoop to anything to gain their disreputable ends.

Of course our merchants, comprising as they do the most courageous business men in the country, have defied the whole disgusting brood. "Get out and stay out," is the way in which they have spoken to the hooligans from the North who have foolishly dared to seek their sympathy for the unhappy strikers who were induced to leave good jobs against their better judgment. This treatment has amazed the walking delegates and all the rest of the blackguard crew who have been used to wobbly San Francisco storekeepers, bending weak and craven knees before them. They learned to their great astonishment that there are real men in the Southland, men who don't know what it is to crook the knee to union knaves who want to tell them how to conduct their business, so that they may exact their rake-off from the wages that are distributed.

Absurd as it sounds, the representatives of the northern ruffians came down here thinking they could bully and bulldoze, if they could not wheedle our manly and true-thinking merchants into supporting the strikers. Being refused, they are now threatening all sorts of dire calamities. One of the most laughable plans they have made is to get even with the storekeepers to establish a tent city somewhere. Their ideas are so charmingly indefinite that they have not even settled upon the site. In that canvas town they will assemble men "pledged to buy nothing from the merchants of Los Angeles who won't support us."

In this very idea we have a sample of the coarse and inconsiderate methods of the men who are leading this strike movement. They care not to realize that they could bully and bulldoze, if they could not wheedle our manly and true-thinking merchants into supporting the strikers. They don't bother to consider whether these men, their wives and children, live in homes here of their own, or in cottages which they were paying for little by little until these strikers came. From these homes of their own the men who wear the brand are to be dragged in order that they may swell the ranks of a spite tent town, the newest kind of weapon with which to fight employers. Such a city, canvas and curious, is doomed to be but as ephemeral as the day fly.

Another brilliant idea which has struck these unloved in the hollow space where other men have gray matter, is to form a union labor party, "the same as in San Francisco." The San Francisco idea is all that these unhappy men can follow. The first steps have been taken in this direction, and very tottering, feeble steps they are. All the unions are to be asked to unite and suggest names to place on the ticket at the August primaries.

But many of the union men, who view the present strikes as great mistakes,

also look upon this new party movement as foolish. They see it is a desire to advance their own political fortunes. They are "getting wise" to the fact that these interlopers are merely making use of them and are fastening their own bank accounts while the workmen lose their own means of subsistence. After a while the strikers will recognize the futility of placing any trust whatever in the unholy crew from San Francisco. In the meantime, the merchants of the city will remain watchful at their posts so as to retain for Los Angeles the well won title of the citadel of the open shop.

## The Future Gibraltar of the Pacific.

By Marshall D. Taylor.

PEARL HARBOR is destined to be the most strongly fortified naval base on the Pacific, if not in the world. This immense land-locked harbor is only twelve miles from Honolulu and when the channel leading to the east, middle and west lochs has been dredged the entire fleet of the United States will be able to ride at anchor in perfect safety on the placid waters of this strategic arm of the sea.

Millions of dollars will be spent before this gigantic project has been completed. Twelve years of incessant work will have to be undertaken before the island of Oahu is made impregnable.

Already hidden forts are nearing completion, and the fortifications are being put in the rear, to the intent of doing away with the fortifications, and, in some cases, to fight them. The greatest open secret is that the open fortifications are to be used for a car-

ried agreement.

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The Pearl Harbor dry dock has been planned on a great scale. Although photographs were not allowed to be taken of this work, yet we sailed near enough to see the great structure which was made for overhauling the warships of Uncle Sam's invincible fleet.

This is the age of Dreadnaughts and super-Dreadnaughts. Admiral Holliday, Chief of the Bureau of Yards and Docks, very wisely has submitted a memorandum to the Secretary of the Navy, contending that it would be a gross mistake to build a drydock at Pearl Harbor just long enough to take the Wyoming, the largest battleship of our navy, considering its future chief importance in the sphere of Pacific Coast defense. Pearl Harbor is in a position both to our continental possessions and to our own shores. Now that Uncle Sam has decided to fortify Pearl Harbor, no half-measures are being adopted. A party of us, including Dr. Philip F. Farnsworth, the Governor of the Territory, chartered the steamer *Alaska* for a day's cruise in Pearl Harbor. Commodore Wilder, who is to captain the yacht *Hawaiian* in the forthcoming Pacific yacht race from San Francisco to Honolulu, was our skipper. Our destination was Pearl's Peninsula, where lunch was served on the spacious verandas of the Royal Hawaiian Yacht Club.

From the moment we passed the outer buoy-light to the time our anchor dropped in Pearl Harbor we were afforded a perfect view of the super-Dreadnaughts which it is predicted will be built in the near future.

Work on the drydock has been suspended for the time being, as the Hawaiian Dredging Company, which is excavating the site for the dock for the San Francisco Bridge Company, is awaiting instructions from Washington before commencing work on the 220-foot dock which it is proposed to remove to the rear.

The dredging of the channel is to be continued by the contractor, the San Francisco Bridge Company, which is to be completed in the fall.

The original contract price for the 300-foot dock is \$1,750,000. The enlarged dock will cost nearly half a million dollars more to construct, making the total cost of the enlarged drydock approximately two and a quarter million dollars.

The dredging of the channel, however, is progressing satisfactorily. There is an emergency appropriation of \$300,000 for dredging in addition to the million-dollar contract, on which the company has made its first payment.

Operating expenses which required 63.1 per cent of the gross earnings in 1908 were reduced proportionately until in 1908 they constituted 70.17 per cent of the earnings. The rate of increase in wages alone will absorb approximately an additional 4 per cent of the gross earnings. As only about two-thirds of the railroad paid dividends in 1908, while some have never paid a cent, it is probable that railway securities are not particularly alluring to

channel-way and opposite Haleakala we saw an immense shark pen, made of coral rock inclosing a large area. Carcasses of horses or mules are tethered in the channel at the entrance to this pen. At high-tide, huge numbers of sharks are attracted to these dead animals and commence to feed. Men stationed on the walls of the pen slowly haul in their bait. The unsuspecting prey follow. Finding everything quiet within the sharks busy themselves with the carcasses utterly unmindful of the receding tide. Soon their retreat is cut off. It is then that the sportsmen, ge, in their deadly work Armed with rifles or harpoons they soon despatch these vicious monsters.

The Pearl Harbor dry dock has been planned on a great scale. Although photographs were not allowed to be taken of this work, yet we sailed near enough to see the great structure which was made for overhauling the warships of Uncle Sam's invincible fleet.

This is the age of Dreadnaughts and super-Dreadnaughts. Admiral Holliday, Chief of the Bureau of Yards and Docks, very wisely has submitted a memorandum to the Secretary of the Navy, contending that it would be a gross mistake to build a drydock at Pearl Harbor just long enough to take the Wyoming, the largest battleship of our navy, considering its future chief importance in the sphere of Pacific Coast defense. Pearl Harbor is in a position both to our continental possessions and to our own shores. Now that Uncle Sam has decided to fortify Pearl Harbor, no half-measures are being adopted. A party of us, including Dr. Philip F. Farnsworth, the Governor of the Territory, chartered the steamer *Alaska* for a day's cruise in Pearl Harbor. Commodore Wilder, who is to captain the yacht *Hawaiian* in the forthcoming Pacific yacht race from San Francisco to Honolulu, was our skipper. Our destination was Pearl's Peninsula, where lunch was served on the spacious verandas of the Royal Hawaiian Yacht Club.

From the moment we passed the outer buoy-light to the time our anchor dropped in Pearl Harbor we were afforded a perfect view of the super-Dreadnaughts which it is predicted will be built in the near future.

Work on the drydock has been suspended for the time being, as the Hawaiian Dredging Company, which is to be continued by the contractor, the San Francisco Bridge Company, is awaiting instructions from Washington before commencing work on the 220-foot dock which it is proposed to remove to the rear.

The dredging of the channel is to be continued by the contractor, the San Francisco Bridge Company, which is to be completed in the fall.

The original contract price for the 300-foot dock is \$1,750,000. The enlarged dock will cost nearly half a million dollars more to construct, making the total cost of the enlarged drydock approximately two and a quarter million dollars.

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Land Company to change its present circuitous route.

MEANS BUSINESS.

## PUTS BAN ON VIOLENT ACTS.

Three More Arrests of Rowdies Who Interfere.

Mayor Will Not Tolerate Union Tactics.

Detectives Seek Assailants of Portland Teamster.

BY DIRECT WIRE TO THE TIMES.

PORLAND (Or.) July 9.—[Ex-  
clusive Dispatch.] Three more arrests of striking union teamsters caught in the act of interfering with non-union men at their work, gave further evidence of Mayor Simon's intention to break up the unionites' violence completely.

The United States government has stationed the Fifth Cavalry at Lelle-  
wellyn, which overlooks this section of the country, and the railway has been  
extended to the town. Wahala, the present  
terminus of the line, is far from the barracks, so that troopers can more  
easily be transported from one end to the other in a few hours.

Mortar batteries well placed at regular  
intervals for the defense of this  
region would prevent an enemy from  
landing and the rear of Pearl Harbor  
would be safeguarded.

## INDUSTRIAL PROGRESS.

Of the future of electricity in the industries, Thomas A. Edison says the chances for new electrical inventions are much greater than before the telegraph, the telephone, the electric motor were invented, while each of these is far from perfect. We shall have savings of 10 billion dollars of money in electric service in 1925, and five times as many persons will be employed in electricity as now, most of them in branches for which we have not yet named. We often pick up my laundry, full of hints of improvement and peps into nature, and realize how little we have actually done to set electricity at work, let alone determine its secret.

Look at the simple chances of improvement in what devices are known to us. There are endless. About 100 million carbon filaments, lamps are made here every year, much the same in all essentials as a quarter of a century ago. We must break new ground. It is the same way with electric heating and cooking appliances, very ingenious even now, and better than any other means; but ten years hence they will be superseded and the museums with bows and arrows and the muzzle-loaders.

The evidence showed that Crowley

climbed on to Silva's wagon and when Silva grasped a rolling pin, which he carried on the seat, Crowley had struck him. The assailant was shot.

Except for the stamping tactics of the unions, there is now little evidence of a teamsters' strike in the city.

According to a statement by President

Bankfield of the Employers' Association almost the normal number of teams are operating and freight is being moved promptly.

"It is a question of whether they realize their cause is lost that the strikers in desperation are attacking our drivers," said Mr. Bankfield.

At union headquarters tonight it was denied that freight is being moved promptly. The union agents declared half the teams are still idle.

## RAILROAD INTERESTS.

Heavy increases in gross earnings, which are far out of proportion to the gains in net earnings, are the most conspicuous features of the returns on railroad business for April, as well as for the first ten months of the current fiscal year. The New York Financial Chronicle presents figures covering 600 companies operating 229,000 miles of road, or about 96 per cent of the mileage of the country. Summarized, these reports show that while the railroads increased their gross earnings \$27,164,096 over April, 1909, the net returns were but \$3,578,548 greater than the corresponding month last year. Taking the roads separately, there are many cases where the increase in expenses has wiped out all of the increase in gross earnings and left an actual decrease in net.

A new disinfecting apparatus for cars has been installed at the Postdam yards of the Prussian state railroads. The new apparatus consists of a steel tube laid parallel on the ground and having a diameter of 18 feet 4 inches and a length of 75 feet 4 inches. When a carriage is to be disinfected all doors and windows are opened, and on expeditions entailing long voyages, because of its keeping qualities under all climatic conditions and its convenience of transportation. A well-known Arctic explorer states that electric heating and cooking appliances, very ingenious even now, and better than any other means; but ten years hence they will be superseded and the museums with bows and arrows and the muzzle-loaders.

Lady Blanche Arundel and Blanche de Rossi, not Queens, but women of noble birth, lived up to the high reputation of their name for bravery and courage. They might almost be called Amazons, for indeed, they both took part in active service.

Lady Blanche de Rossi was the wife of a noble of Padua, in Italy, when she married in the year 1227. It was at that time that the young King and Queen undertook a pilgrimage to the Holy Land chiefly to escape the too solicitous care of the Queen Dowager.

Blanche died in 1232, from grief at the news that her son, King Alfonso, was a prisoner in the hands of the Turks.

Lady Blanche Arundel and Blanche de Rossi, not Queens, but women of noble birth, lived up to the high reputation of their name for bravery and courage. They might almost be called Amazons, for indeed, they both took part in active service.

Lady Blanche Arundel was an English woman. When she was sixty years of age, in the year 1232, she was left by her husband in charge of Wardour castle, while he was on a pilgrimage to the Holy Land.

"I have the orders of my lord to keep the castle," said Lady Blanche simply. And she and the other ladies of the castle, with scarcely two dozen fighting men who remained within, put up a brave fight for ten solid days. Then the emperor promised, and when no one was watching her, faithful wife threw herself into the open tomb and was crushed by the stone which was used to cover it.

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# REVIEW OF THE WEEK--Lots, Lands and Building Developments

PASADENA.

## BUYING PUBLIC ON VACATION.

*Exodus of Pasadenaans Affects Realty Business.*

*Fall Outlook Never Brighter Than This Summer.*

*Pronounced Building Activity Throughout Section.*

**PASADENA.** July 9.—Real estate sales during the past week have been very slow according to the statements of the various brokerage firms. In the first place the triple holiday season breaking in at the first end of the

\$40,000. The property includes a three-story brick building. J. C. Rice handled the deal for O. W. Cotton.

A local syndicate composed of Mason & Kendall, C. G. Green, and

Frank Bancroft and others has bought

of Wm. H. Crocker, of the Crocker National Bank of San Francisco, 200 acres

of land on the north side of Mission

Valley, opposite the National Hotel. A price of \$1,000. The syndicate will

improve and place the tract on the market as sites for suburban homes.

E. J. Swayne is building a modern two-story residence at the northwest corner of Second and Nimitz streets

at a cost of \$12,000. It will contain

eleven rooms and three baths. The

style of architecture is Colonial. The

building will cover an area of 48x48

feet with a wide plaza along the entire

front. A large terrace extends along the south front, terminating in a plate glass solarium.

The demand for cottages and dwellings of modern construction is greater than for suburban homes. There are many in the construction of houses almost every piece of available ground.

The Pacific Building Company is erecting a modern five-room cottage on K street between Third and Fourth streets, at a cost of \$1200. E. J. Swayne

way paid \$4000 cash and gave property to L. A. Broadway of Pasadena. The

builder, Mr. E. J. Swayne, of Broadway

represented the seller.

Miss E. D. Ward of Pasadena, who

### GROVE CHANGES HANDS.

CASH AND REALTY INVOLVED.

AZUSA, July 9.—H. E. Bonner & Co. report the sale of a twenty-acre orange

grove near the Charter Oak packing

house for G. W. Hoover of Hollywood.

To L. A. Broadway of Pasadena. The

builder, Mr. E. J. Swayne, of Broadway

paid \$4000 cash and gave property to

the buyer, Mr. E. J. Swayne, of Broadway

represented the seller.

Miss E. D. Ward of Pasadena, who

represented the seller.

Following are reports from various

owners and dealers:

## BY OWNERS AND DEALERS.

### NEWS OF THE WEEK IN REAL ESTATE CIRCLES.

**Number of Realty Transfers Considered Excellent for This Season of the Year—Building Apparently Unaffected by Summer Lull in General Business.**

Following are reports from various

owners and dealers:

**Moneta Avenue Way.**

G. Dombrowski, manager of the Mo-

meta Avenue Realty Company, reports

the following sales: G. W. Freeberg to

Salow at No. 228 West. Fifty-sixth

street, lot 40x120 feet, \$2400; B. W. Mc-

Lean to B. W. Huelman, six-room bun-

galow at No. 167 West. Vernon avenue, \$3600 cash; Philip Frits to M. C. Dui-

Five-seventh street, just west of South Park avenue; to cost from \$2250 to \$2750 each; forty bungalows to cost \$1500 each, to be erected in the Highland Park Metro tract, near the Arroyo Seco

avenue, for George D. Evans; a building of four stories for J. V. Sweetman, at a cost of \$4500. The plans

and specifications for all these buildings will provide for the best construction.

### Arlington Park Activities.

Sale for the new houses in Arlington

Park are reported by G. S. Canfield as

follows: Two lots on Arlington street to

Robert G. Fraser, for \$1300 each; a

lot on Arlington street to Mrs. Jen-

nie Chase, \$1250; lot on same street to

H. E. Babbitt, for \$1250; lot on Thir-

teenth street to L. N. Cleveland, \$1250.

Both Mr. Cleveland and Mr. Abbott

will immediately break ground for the

erection of attractive homes. The lots

range in size from fifty to fifty-four

feet frontage by 120 to 170 feet

### Inglewood Rancho Sales.

Patton & Longley report the follow-

ing sales in the new addition to the Ingle-

wood Rancho: George C. Ely, two

acres on Fir, \$2500; David

Campbell, one acre on Fir, \$2500; Ed

Wood Hall, acre at Fir and Belview,

\$2500; Richard Goldschmidt, three acres

on Fir, \$2500; Frank McWreath, one

acre on Inglewood, \$2500; Andrew

Pearson, acre on Fir, \$2500; A. S. Page,

acre on Eucalyptus, \$2500; C. M. Brier,

two acres on Eucalyptus, \$1300; R.

Porter, half acre on Grevelles, \$275; J.

E. Reed, half acre on Grevelles, \$350.

### Bungalows Under Way.

M. S. Yeager & Co. report the follow-

ing bungalows and cottages in course

of construction: For William McIn-

toch, six rooms, in East Hollywood; Do-

Dell H. Williams, five rooms, at No.

41 W. Second street; M. L. Rogers,

five rooms, at No. 87 W. Fifth

Place; Olive L. S. Myers, six rooms, No.

385 Arlington street; E. M. Canfield,

five rooms, Huntington Park; W. L.

Perrins, five rooms, at No. 2260 West

Tennyson street; W. E. Reid, five

rooms, at No. 846 West Forty-eighth

street; Frank Silva, five rooms, at No.

5 acres, corner Upland and Sunland,

\$2100; William H. Skinner, 5 acres,

Burn Parker, 10 acres, on Monte Vista

avenue, \$5000.

### "LAUREL WOOD" OPENED.

A new subdivision known as the

Laurel Wood tract, has been placed

on the market by Harper Bros. B. B.

Verdier is the agent. The property is

located in the south of Laurel Canyon, and

along the mountain drive extending in

Bungalow Land. The area is a part of

the city of Los Angeles.

### VERMONT SQUARE.

At the JUNCTION of Two of Los

Angeles' Greatest Thoroughfares.

### Griffith Park

VERMONT

Subdivision

VERMONT

g Develop

# Los Angeles Sunday Times

SUNDAY MORNING, JULY 10, 1910.

Part VII: 10 Pages

ROUND-UP OF THE WEEK

On All News Stands  
On Trains 10 Cents

NEW DEAL.

## GREAT MOTOR MART IS HERE

Los Angeles to Become Large Distributing Point.

Studebaker, Flanders and the E.M.F. in Warehouse.

Lord Motor Car Company Has Changed Territory.

The Studebaker factory is to have a distributing depot in Los Angeles. The Lord Motor Car Company, agents for the Studebaker line, is unable to handle a larger territory than Los Angeles and Pasadena. This means the entire section throughout Southern California is to be handled direct through the factory.

Joseph Ollier, for some time representative for the Flanders line, to have charge of the distributing of the Studebaker product in this city. A large warehouse, close to the rail road, is to be erected at once. In the plan is to keep at least 500

### Bathing Suits

For Men and Boys

\$1.00  
\$275  
\$5.00

LYON ARMS CO.

South Spring Street

D. AND. ERSO

T SHETTLER  
OMOBILES SAN DIEGO  
READ ON PAGE 3

SQU

ON of Two of  
Thoroughbreds

Park

Vermont avenue is the longest in the world, extending from Park to San Pedro River, of about 26 miles —

MOUNTAINS TO THE SEA

Vermont Square is the heart of the city, and ATHLETIC.

Cline Co.

BUICK THIRD STREET

AVENUE

4 MILES

The Gallon of Gasoline

WAS THE

Remarkable Record

MADE BY A

ORD.

After a special test under the watchful eye of a criti-

cally drained and then exactly one gallon was poured into the car, which had been taken apart and was strictly a stock machine.

Down to Pasadena and back with 5 passengers each, over rough roads, up and down hills, we made several miles more had the test been

in the city.

About Economy!

Find in the most popular car made under \$2000

Lord Motor Car Co.

F 4826 Golden Gate & Van Ness

Buwy. 3706 San Francisco

1911 Packard

PORE-DOOR BODY  
GET A NEW STYLE

ALL OTHER 1911 Cars Follow It  
Under Various Names

Motor Car Company

EXCITING EVENT:

### "TIMES" CUP TO GRETCHEN.

Fast Sloop Wins First Place  
in Annual Race.

Mischief II Crosses the Line  
Ahead of Others.

Aeolus Makes Splendid Time  
on Last Leg.

The Gretchen of the San Diego Yacht Club, sailed by her owner, Frank Wyatt, won "The Times" cup race at San Pedro yesterday.

The Mischief II, owned and sailed by Walter Folsom, finished first. Then in order came the Aeolus, a couple of hundred yards behind, the Gretchen, close up, and the Mischief I, half a mile back. The Venus was distanced. The Gretchen won on her time allowance.

The San Diego boat's win came on the run home, when she clearly out-sailed the other boats. At the turning point of Point Vincente the Mischief was just a little ahead of the

The San Diego boat's win came on the run home, when she clearly out-sailed the other boats. At the turning point of Point Vincente the Mischief was just a little ahead of the

The race showed that the Mischief II is now in fine trim, and capable of holding her own against all comers in a good sailing breeze. The Aeolus showed her wonderful qualities as a racer—when the wind died out she kept drifting smoothly along, picking up one after the other of the vessels that had passed her when the breeze was heavier. She finished strong.

GOOD PILOTTING.

Walter Folsom gave the best exhibition of piloting of the race. He kept very close to the line, and this showed it. The Mischief II was kept holding the kelp beds all the way up the coast, avoiding the adverse currents, and taking advantage of every favoring slant. Folsom seemed to be personally acquainted with the majority of the individual pieces of kelp met along the course. But he could not have done this alone. During the first half of the race all the other entries, with the possible exception of the Venus, pulled up on him through holding the dying breeze longer than did the Mischief II, and when the light wind sprang up again, it was the Aeolus which had passed the Folsom boat that swelled first.

The race was finished within half a dozen seconds of the last gun, fired at 6:30 p.m. during July, August

Vermon



Automobiles and Crowd at Reno the Day of the Big Fight.  
There were three hundred machines in the Nevada town and most of the local transportation was done with autos.

## OVER THE SIERRAS. MOTORS CONQUER DESERT ON RUN TO DISTANT RENO.

Garageless Country Entertains More Autos Than Ever  
Before in Its History—Cars Beat Train Time and the  
Tourists Are Independent of Railroads—Camp and Eat  
Along the Way.

BY BERT C. SMITH.

ENDING over the desert roads, through the country Bret Harte made famous, past small villages where the automobile is still a curiosity, more than 300 motor cars made the journey to Reno, Nev., for the Jefferson fight. This week the cars have been chugging homeward again from long journey to the town beyond the Sierras.

The fight was planned for Reno month before it was, three times as motor cars would have been driving the ringside. The lucky ones who in automobiles had a wonderful stage over those who were taken Reno in stuffy tourist coaches, of which had been condemned as

driving over fairly good roads, crossing the mighty Sierras, crossing high Blue Cañon, almost as grand as Colorado, and then finishing the forty miles of the trip through country filled with watercourses heavily timbered, the trip to Reno delightful.

It was found to be next to impossible to make the trip by railroad as reservations were arranged in advance, a number of autoists

had driven from Merced in a Mitchell touring car to see the fight, rode as far as the mountains and balked. The great crowd of men unnerved her and she sat in the tonneau of the car while Johnson lashed poor Jeff. She did not know how the fight had gone so quickly as the crowd in front of the Times building. She had to wait until her husband joined her. He had a ringside seat and it took him almost an hour to get out of the arena. She was too modest to ask the excited perspiring fans pouring out of the grandstand.

One novel use to which a motor car was placed was that of carrying beer to the arena. Loaded into the tonneau of a big Stearns were several hundred bottles of liquid refreshment, and the car made a number of trips while the fight lasted.

Reno's facilities for accommodating

automobiles were exhausted two days

before the fight. When the cars began to arrive in numbers they were parked in the streets and were driven to the curb during the day and night.

There were no speed laws in Reno to interfere. They would have been useless, however, for the crowds took the center of the streets and it was only possible to drive at a four-mile-an-hour pace. A mount car was always given to the automobile.

While thousands waited in crowded

trains for a chance to get out of

Reno, many motorists chugged away in the cool of the day for their distant homes. Night drives were in order,

and scores made straight for Lake Tahoe for a day or two on the shores of the big pond fishing.

Many motorists drove to Reno by way of the mountains. In many cases they remained at the lake and the men continued on to the fight. This worked particularly well, as all parties could enjoy the trip. There were no accommodations for women worth mentioning in Reno. Life on the lake was pleasant.

### HOTELS USELESS.

Automobiles equipped for camping reached Reno in time for the tourists to spread their tents and enjoy their grub without being obliged to stand in the bread line for hours. From Truckee into Reno a long stream of cars carried at least ten gallons of gas in five gallon cans. This was in case of an emergency. The climb over the mountains called for plenty of low speed work and lots of gasoline. The motorists were well prepared.

The mountain roads in Nevada are particularly good. They are also good on the California side where the formation of decomposed granite lends itself to the road work. These roads have been Jones recently. These roads can be driven at high speeds as the curves are wide, much wider than those on the Cascias or Canejo.

From Truckee to Reno the road is

smooth and it was out of the question to have them washed.

When Jack Johnson paraded Reno's streets before and after the battle he rode in a motor car. Bob Fitzsimmons was carried through town in a Chalmers-Detroit.

El Pringle was there with a 1910 Pope-Hartford which had made almost a record run from San Francisco.

Tom Sharkey nested in a motor car was shown to the crowds. It was the most comfortable and the most convenient way to move about Reno. The street cars were crowded again the hour of the fight. Here again the motor car proved its worth. The fight pavilion had outside the city limits. Those who had their motor cars drove directly to the ringside.

The others who could not crowd into the street cars, and that was the largest majority of the fight bugs, had to content to walk.

### WOMEN THERE.

A pretty woman, whose husband and brother had driven from Merced in a Mitchell touring car to see the fight, rode as far as the mountains and balked. The great crowd of men unnerved her and she sat in the tonneau of the car while Johnson lashed poor Jeff. She did not know how the fight had gone so quickly as the crowd in front of the Times building.

She had to wait until her husband joined her. He had a ringside seat and it took him almost an hour to get out of the arena. She was too modest to ask the excited perspiring fans

pouring out of the grandstand.

ONE IMPOSSIBLE.

There was a time in the history of the automobile when a trip to Reno would have been thought impossible. That was not so long ago. The mountain passes seemed too steep to climb and the task of driving a car over the high hills to the little town in the pine forest beyond was apparently an impossible proposition.

As the trains swung along slowly to Reno before the big fight the motor cars could be seen dusting their way down the country roads bound for the city of the heavyweight battle. It was the day of motor car supremacy, as in every instance, the automobiles went faster than the trains.

When it came to the hills the cars and the trains were on a level. It is a hard work, the run through the long lines of snowsheds, through the timber of California and Nevada. The motor cars made it with ease and reached Reno without a miss.

There were more San Francisco motorists at Reno than from any other city. The Bay City autoists hold the record for the run. They came in Packards, Thomas, Chalmers, Pope-Hartfords, Stoddards and Franklins.

### HAVE NO GARAGES.

Nevada is a garageless country. The blacksmiths along the way serve the purpose for the upkeep of an automobile. Rarely in an automobile

## Empire Tires WEAR LONGEST

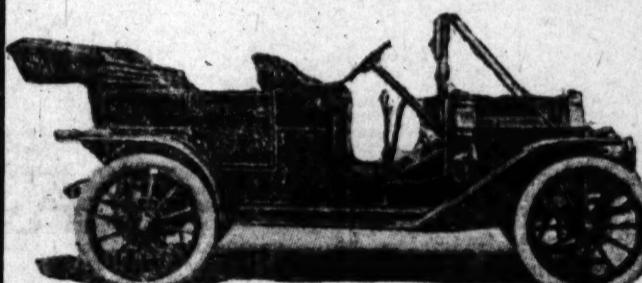
Our PEERLESS Tube, superior to all others, was not advanced in price July 1. Our TIRE PRESERVER is the best article of its kind ever put on the market. 32x3½, \$3.75. Other sizes proportional.

EMPIRE TIRE AND RUBBER CO., 1212 So. Main St.

Main 177.

## Moline

WINNER OF THE CHICAGO TROPHY IN  
THE ANNUAL GLIDDEN TOUR



The Smart, Classy Car of Proven Merit  
FOUR CYLINDER, 30 HORSE POWER

\$1650

The Moline is certainly an ideal car, having wheel base of 110 inches, 34-inch wheel, 3½-inch tire, full and semi-elliptic springs, which insure the most comfortable riding qualities, and will give you 20 to 25 miles on a gallon of gasoline, 500 miles on a gallon of lubricating oil, and out of the repair shop more than any car of its class. It is needless to enlarge on the quality of material used in construction of the Moline car. The result of the Glidden Tour speaks for this important factor.

When a car can cover 2700 miles without a break or an adjustment, no better evidence of its workmanship and material is necessary. Don't overlook these facts when you are ready to buy. We have induced the factory to give us one more shipment of these cars, so if you want a car of proven merit, put in an early order, as this will be all we can get this season. Immediate deliveries.

WILSON & BUFFINGTON, Agents  
842-44 SOUTH OLIVE

Our products surpass your imagination of what you can get.  
Professional automobile body builders conform to 1911 torpedo and fore-door style. Earl wind shields. Tops, trimmings and fenders made by machinery. Sheet metal work, painting.

Earl Automobiles

1320-4 SOUTH MAIN STREET, LOS



Have Your Tops  
Made to Order from Ten  
Different Styles of Goods

such attitude of mind as to aid Reno to be known. It is one that has made more friends than enemies through deal.

The fact that Miss Scott is making a tour in an Overland. She is to come to Los Angeles and Reno has been at Douglas and San Francisco.

The nervy young woman alone across a country traversed by motor cars to escape the world of the known to the puky that she has been successful thus far in her car through with

Look at You

The motorist should be careful not to impose hardships upon him he expects to secure. A car should be street cars which must be in contact that can, by a little. Likewise corners should be at high speeds. A motorist will show the car skids and tires must be well prepared. If the car skids and tires must be well prepared. It will result in the less than would other

## KISSEL KAR



MOD. L.D.10 TOURING

\$1700  
P.O.B. LA.

30 H.P. Five-Passenger  
CAN MAKE IMMEDIATE

Watch This Space for Information

THE KISSEL AUTOMOBILE  
FACTORY BRANCH  
1246 SO. FLOWERS

C. L. LEPOPO, MGR.

One of the Latest Arrival  
of a party of friends in the new nineteen-eleven  
Golden State

WERNER M.  
SIMON

EVEN Simplex car  
season, although it  
is turned out by the  
have sold to date  
one of the Golden State  
to sell twenty  
this season, more than  
last year's record. The  
president of the Central  
is the last purchaser.

On the day following  
Neuer took the car  
Pasadena boulevard at  
meter registered fifty  
before Neuer was warned  
cop. He says he was  
on more power and  
the men on the bikes as  
speed and could easily  
only miles an hour.

Simplex comes in  
different models, a fifty  
power and a ninety  
toy-top, has a wheel base of  
128 inches. The fifty  
car has a wheel base of  
wheels. It is built in  
San Francisco.

Wild Bill on His  
Ruess Off for Pope Fact  
is to Confer with  
Racing Office

Wild Bill Ruess is  
Hartford, Ct. He has a  
there with several of  
the A.A.A., and Bill  
these men a few things  
conditions in the West  
for a square deal in  
this state, he is one of the  
we are able to pull off a  
here as anywhere else in  
The Pope factory is  
interested in the Santa  
race and the B.A.A. officials are anxious  
both of these meets to  
the Pope at Santa Monica  
handle the car in the West.

Ruess expects to return  
15. He will go on a detour  
for about a week and will return and settle  
in the East. Just how

40-H.P., TWO-PASSENGER ROADSTER

"50"—The Car of Attractive Lines and Features

7-Passenger Touring Car, 6-Passenger Torpedo...

5-Passenger Toy Tonneau, 2, 3 or 4-Passenger...

"40"—Power that Makes Hill Climbing a Snap

5-Passenger Touring Car, Toy Tonneau or Roadster...

4-Passenger Torpedo, Stamped Aluminum Body...

Burkhard-Crippen Motor Co., Inc.

Pico and Colorado Streets, Los Angeles

E. Jr. Bennett, Sales Mgr.

Call 2-1212

1320-4 South Main Street, Los Angeles

Phone 2-1212

1320-4 South Main Street, Los Angeles

**ESSEL**  
ASK  
KISS  
EVERY IN  
THE CAFE  
Friends  
New have  
in the Pacific  
It was  
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whole of  
It was

**L.D.10 TOURING C**  
**\$1700**  
F.O.B. L.A.

**Five-Pas**  
KE IMMEDIATE DELI  
Space for Torpedo

**ESSEL AUT**  
**DRY BRA**  
**SO. FLOW**  
**PO. MGR. F**

IS CALLING TO SEE IN  
**NGT**

**SSINGER ROADSTER**  
Attractive Lines and Domes  
Passenger or Roadster  
Tonneau or Roadster  
Aluminum Body  
Open Motor Car  
Pico and Grand



much this attitude of the local dealers served to aid Renton's plans may never be known. It is certain that Renton has made more friends than ever by his attitude throughout the business deal.

The fact that Miss Blanche Stuart Scott is making a trip across the continent in an Overland should aid Renton. She is to come direct to Los Angeles. Renton had planned to meet her at Denver and to give her a flattering reception in this city.

The nervy young woman is driving alone across a country which is rarely traversed by motor cars. The fact that Renton is to escort her into this city over the worst of the roads was good news to the plucky eastern girl who has been successful thus far in bringing her car through without aid.

#### Look at Your Tires.

The motorist should be particularly careful not to impose unnecessary hardships upon the tire equipment if he expects to secure maximum service. A car should never be driven in street car tracks nor the tires allowed to come in contact with obstructions that can, by a little care, be avoided. Likewise corners should not be taken at high speeds. A moment's consideration will show the effect produced as the car rounds, and the force the tires must withstand. Also driving at top speed the great part of the time will result in the tire mileage being less than would otherwise be obtained.

#### CARBURETOR MAN HERE.

Fred Wheeler of the Wheeler and Schubler Company Visits Los Angeles.

Fred H. Wheeler, of the Wheeler & Schubler carburetor factory, visited Los Angeles last week and made a number of friends. The big manufacturer saw the Jeffries-Johnson fight, and then went to Glenwood Springs, Colo. While in Los Angeles he made arrangements for placing his carburetors with the Moore Motor Supply Company.

This concern plans to open a large house on South Olive street. According to J. H. Dilemeyer, manager of the Moore people, the company expects to erect a large building, and will install a \$150,000 stock as soon as the structure is completed. The carburetors are to be kept in all sizes and in large numbers.

John J. Avis, who accompanied Mr. Wheeler, is a San Francisco man closely connected with the tire supply work. He had a place in the private car which took Wheeler to the fight, and returned to San Francisco after the black to white struggle.

MacDonald Purcell, representative of the Schubler people, is in Los Angeles to stay. He is in direct communication with Wheeler, and says he intends to keep a large stock of carburetors on hand for emergencies.

#### FROM FAR AND NEAR.

#### RAMBLER CLANS ARE TO GATHER.

#### KENOSHA TO WELCOME MEN WHO SELL UNLICENSED CARS.

Cowan to Leave for Reunion in Wisconsin to Be Held Last of This Month—Local Man Has Been Long in Service and is to Be Specially Honored by Company.

W. K. Cowan, local Rambler agent, expects to leave for Louisville this week, where he is to attend the reunion of the Rambler dealers. He is to receive his allotment of 1911 Rambler cars and is anxious to get as many as possible.

This year it has been impossible to supply the demand for the cars. His allotment was entirely sold out long before the season was over. His country sales were particularly large and his agents were well pleased with the results of the season. A number of Ramblers were sold in this city.

Prince Wells, president of the Louisville Dealers' Association, and for twenty-five years a representative of Rambler products, is to lead the battalion of Rambler dealers who will gather at Kenosha. Wells is unequalled in point of long service. His record is clean. Cowan, however, and L. G. Martin of Pittsburgh are close seconds to the Louisville man.

From all the important trade centers Rambler agents will gather. These have all been long in the service of the Rambler factory. The strength of the Rambler sales organization has been attributed to its independence. In this respect the sales and manufacturing policies of the company are identical.

The car is exclusively handled by many dealers. Cowan is one of the largest exclusive handlers of the Rambler product. Nothing else looks as good to the Los Angeles man as the Thomas B. Jeffrey Company's goods. These dealers are to be given a chance to examine the plant of the Rambler factory.

The science of applied mechanics has received important attention in the testing laboratories of the Rambler factory. Every facility for accurately determining the quality and capacity of the Rambler motor is given. Students who have entered the laboratory are seeking to know the limit of the Rambler products.

They are to observe at first hand the methods employed for hardening, grinding and gauging parts requiring perfect fitting. The laboratory was chosen because of its superior equipment and those special processes peculiar to its makeup. A building containing two acres is devoted to these Rambler tests.

#### APPERSON RACING TEAM.

Shettler Goes to Kokomo to Talk Over Plans for Coming Season With Edgar Apperson.

Edgar Apperson.

Leon T. Shettler has been called East on business connected with the Apperson factory. He will visit the Reo people before his return. He expects to be absent about three weeks. Shettler is to handle the Apperson racing team this year, and it is in regard to the racing plans that he is now at Kokomo with Edgar Apperson.

There is to be an Apperson car in the Santa Monica road race again this year. It will be one of the 1911 stock machines which should do things. Harris Hanshue is to drive. This same car is to be sent after the San Francisco record just as soon as the selling season opens. Because it has been impossible to get cars, Shettler has refused to enter into any stunt work lately.

The Apperson line for the coming season is attractive. The "Baby Jackrabbit" is to be the leader. This car is a strong competitor in the \$2000 class. It is fast, and has ample power. The "Baby" will do almost anything the big machines do, and will climb any grade on which it is possible to secure traction.

Mrs. Frances J. King, accompanied by her daughter, Mrs. Leidy, and Mr. Clegg Letts, drove to Sheppard's Inn for the Fourth and took to the Ventura county before returning. Mrs. King is enthusiastic over the delights of the road as seen from her Lexington "40" touring car.

London Comes to Time.

WASHINGTON, July 9.—An association which will include practically all managers of automobiles and motor accessories, as well as the principal agents in the United Kingdom, is now being organized in London, according to a report to the Bureau of Manufactures.

The following sales were made by the Woolwine Motor Car Company during the past week: J. H. Roberts, seven-passenger Oldsmobile; H. Tomlinson, six-cylinder Oldsmobile; F. W. Weeks, five-passenger Cartercar; Lacey Steam Carpet Cleaning Company, rapid power wagon, five-passenger Cartercar; Anderson Transfer Company, rapid power wagon; T. Human, one Cartercar delivery wagon; L. W. Westrop, five-passenger Cartercar.

#### One of the Latest Arrivals of the New Season.

One of the latest arrivals of the new nineteen-eleven Palmer-Singer, which is on exhibition at the Golden State Garage.

#### OPENING GUN.

#### WERNER MAKES RECORD FOR SIMPLEX AND PALMER CAR.

SEVEN Simplex cars, of the new season allotment, the latest types turned out by the Simplex factory, have been sold to date by Oscar Werner, of the Golden State Garage. He expects to sell twenty Simplex cars this season, more than doubling the last year's record. W. W. Neuer, president of the Central Oil Company, is the last purchaser.

On the day following his purchase, Neuer took the car out along the Pasadena boulevard and the speedometer registered fifty miles an hour before Neuer was warned by the speed cops. He says he was tempted to put on more power and ride away from the men on the bikes as the car showed he could easily have done seven miles an hour.

The Simplex comes this year in two different models, a fifty-seventy horse power and a ninety. The fifty-seventy toy-tonneau has a wheel base of 120 inches. The fifty-seventy touring car has a wheel base of 129 inches and comes equipped with tire irons, lamps, horn, and a radio. It has a top speed of ninety horse power has a wheel base of 121 inches and has thirty-four-inch wheels. It is built in a gentleman's

roadster and in special toy-tonneaus.

The Palmer-Singer for 1911 comes in the "Little Six" and "Big Four."

"Little Six"

forty-horse-power should prove the most attractive of this line. A fifty-horse-power, four-cylinder, which closely resembles the Simplex, and a sixty-horse-power, six-cylinder. These cars come in various bodies for two to four passengers. These bodies are made by the manufacturer of the Simplex bodies.

Special attention has been given to the riding qualities of these new cars.

The machines have been bounded over the roads and the suspension has been carefully studied. All of the cars are quiet, smooth-running, and the motors have been delicately adjusted. They are as speedy as ever.

The "Little Six" is here. It has already caused much interest among racing men.

Werner

has been called on to give daily demonstrations. He already has a number of advance orders and the present season promises to be lively. The first "Big Four" and "Big Six" are expected in about two months.

There is a possibility that Werner

will enter the four-cylinder Palmer-Singer in the Santa Monica road race.

This is one of the fast cars and should be heard from.

#### WILD BILL ON HIS WAY.

Russell Off to Pope Factory Where He is to Confer With Famous Racing Officials.

Wild Bill Russel

is on his way to Hartford, Ct. He has an appointment

there with several of the officials of the A.A.A., and Bill expects to tell

these men a few things about racing

conditions in the West. He will ask

for a square deal, and he intends

to show the easterners that they are

able to pull off as great events

here as anywhere else in the country.

The Pope factory is particularly in-

terested in the Santa Monica road

race and in the Baldy climb.

The officials are anxious that Russel

enter the race in the Baldy climb.

Russel expects to return about July

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pedition for about a week, and then

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We question whether any retail

auto supply dealer in the

United States has ever equaled Bullock's tire

sales of the past month.

Bullock's Auto Supply business

is growing because it pays

auto owners to buy Auto

Supplies at Bullock's and be-

cause auto owners have confi-

dence in Bullock's.

Lunch Baskets—Half Price

—Lunch baskets equipped for 1,

2 or 6 people—Just half the for-

mer price.

M. & M. Cement 50c

—A hot weather cement.

Live Wire Dry  
Cells at 19c  
Exclusively at Bullock's.

**Bullock's** Order by Mail  
Bullock's Auto Supply

The Rumor Was Founded on Fact

## Tires Went Up 20%

July 1. Did you heed the warnings we sounded several weeks in advance?

Did you buy tires for future needs?

Events have proven that it pays to read Bullock's Auto Supply Advertisements and profit by them.

Good News Now—20% Better

Than Any We Have Ever Printed  
ed for

SCORES AGAIN.

## VAPAIRUN ASY FOR POPE.

Elevation Is Gained by Tremain's Machine.

Scott Automobile Races Prove Stirring.

Men Ride in Contesting in Big Road Event.

DIRECT WIRE TO THE TIMES.

ENIX, July 8.—Exclusive. Automobiles have entered Yavapai country, have crossed the county, and have climbed which were thought to be insurmountable. Two Pope-Hartford cars have turned the trick, and there is another automobile record about.

Yesterday morning, July 3, a party left Phoenix for Prescott and in the party were W. D. Tremain, territorial agent for the Pope-Hartford, and wife, Dr. Francis Redewill, Nelson D. Brayton and James Chapman, also in a Pope-Hartford. Dr. Redewill's machine now runs about, while Tremain's an old Pope-Hartford touring



Fast Motorboats at Catalina, have been taking part in fast races recently in the bay at Avalon.

which had already been driven thousand miles. The start was made from Phoenix at 8 a.m., and the trip was made by way of Castle Hot Springs Junction, Congress Junction, Yarnell and Kirkland to Prescott. The road difficulties were reported, until Castle Hot Springs Junction was reached. Here it was necessary to detour from the usual Hassayampa route and take an unused trail east of the railroad by way of Yavapai mine to Wickenberg, a distance of 30 and 40 per cent. A road of sand and an automobile stuck in the sand and an automobile stuck in the sand which had started from two days before the Pope-Hartford.

Yavapai flats are avoided by making a detour to Wickenberg. From Wickenberg, Kirkland, and the river sand was for four miles, one stretch being three-fourths of a mile in length, and the road was extremely bad. The road was 1200 feet elevation. The road was 1200 feet elevation. A small panorama was set before tourists. This road is a new road through the Yavapai country, and it must be said that the extensive rebuilding of Yavapai country roads, which have been made, will be a great boon to automobile enthusiasts.

BUNNING TIME.

Scott was reached shortly after in a little more than eleven one-half hours actual time. Roads to Prescott are good and trips made to Iron Springs, Jerome, and other parts.



## Stearns - 15-30

An Ideal Car for Town and Country  
ELMORE MOTOR CAR CO. 742-4411 Los Angeles



## STODDARD "50" SEVEN P.

\$30

Bosch double ignition system, 36x-  
absorbers, tools under running board



\$230

120 inch wheel base, Bosch double ign.

and Presto tank, tools under running board

## The Classiest Car Ever Built

## Marathon

"GUARANTEED FOR LIFE."

under a guarantee backed up by a Factory that's second to none, that has a capital, years of experience in making high-class machinery and a fund of experience that enables them to figure manufacturing costs down to the very fraction of a cent.

### Unusual Opportunity for Live Sub-Agents

Apply at once for the Marathon agency. If you want an agency for good-value cars, that'll be DELIVERED IMMEDIATELY

### Partial Specifications

Motor, 30 brake h.p.; 4-cyl; water cooled; shaft straight line drive, reduction gears; 36x-6 tires; 120 inch wheel base; Bosch double ignition system; Presto tank, tools under running board.

has been the history of the mobile market. 1919 will stand out far above all others. When seeking a car, what that means, is to get the best from the 20 h.p. class.

## Rich, Stylish

Stoddard-Dayton has always richly finished American detail has been slightly improved.

every essential part of the Stoddard-Dayton factory. We know what we are doing. Our cars and our guarantee is a guarantee of quality.

Order Taken by Mail. Advise us of your requirements. Stoddard-Dayton quality never varies. The little cars as in the big ones, are built on the general principles of the world's greatest expensive cars.

OPPORTUNITY FOR  
to supply the demand  
Write, wire or call,

## Consolidated Motor Sales Co.

Home 5604 1216-1218 So. Olive Street

## THE WORLD RENOWNED

## SIMPLEX

Again we must remind you, that our allotment is going fast and that you must hurry if you want the best car in the world.

GOLDEN STATE GARAGE  
2122 WEST PICO  
PHONES: 23557

Stoddard-Dayton  
2963, Home 1045

## A VALON THRONG SPEED CRAZY.

### MOTOR BOAT RACING LEAPS TO TOP OF SPORTS.

Club is Being Formed and Forty  
Members Already are on the Roll.  
Bay Affords Ideal Course for Sprints  
and Big Events are Planned for  
Later Part of This Month.

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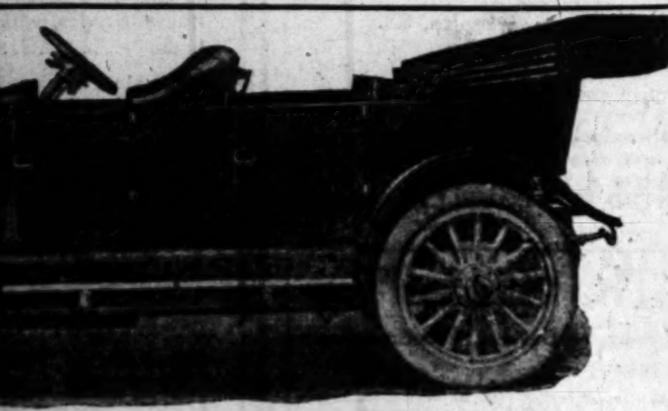
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# toddard-Dayton

## 1911—Announcement—1911

Now Booking Orders—August and September Delivery

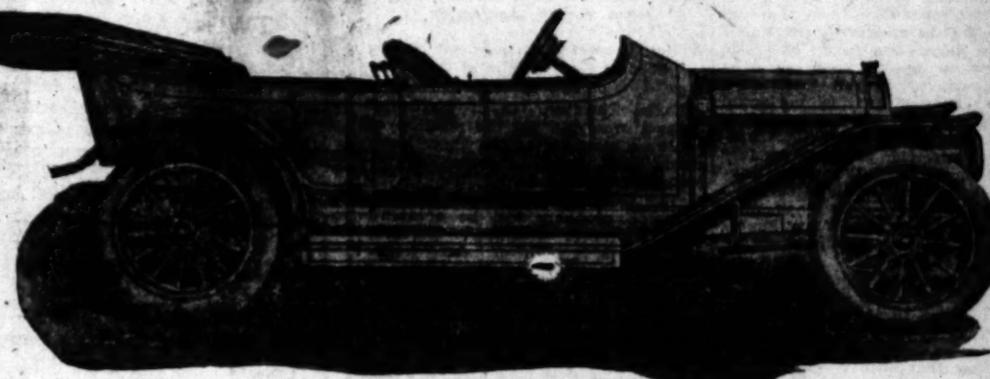


STODDARD "50" SEVEN PASSENGER TOURING CAR.

\$3000

With double ignition system, 36x4½ inch wheels, 130 inch wheel base, five demountable rims, tools under running boards, five lamps and Presto tank. F.O.B. Dayton.

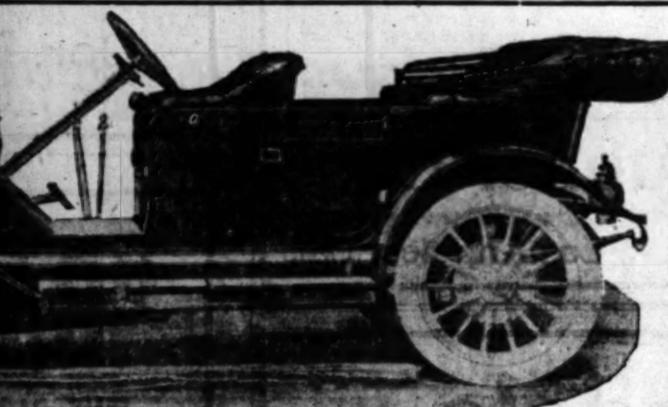
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STODDARD "45" TORPEDO BODY.

\$2350

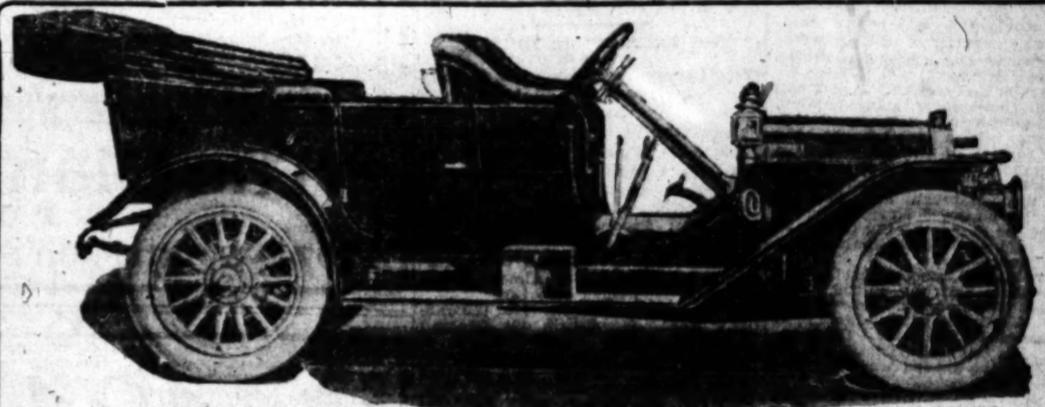
Motor 4¾x5; 120 inch wheel base, Bosch double ignition system, 36x4 wheels, five demountable rims, five lamps and Presto tank, tools under running board. F.O.B. Dayton.



STODDARD "45" FIVE PASSENGER TOURING CAR.

\$2300

With 120 inch wheel base, Bosch double ignition system, 36x4 wheels, five demountable rims, tools under running board. F.O.B. Dayton.



STODDARD "30" FIVE PASSENGER TOURING CAR.

\$1700

Motor 4½x5½, wheel base 114 inches, Bosch dual ignition system, 34x4 wheels, five demountable rims, five lamps and Presto tank. F.O.B. Dayton.

## —The Greatest Values—

It has been the history of the Stoddard-Dayton from the day the first model was placed on the automobile market. 1911 will be no exception. More strongly than ever before the Stoddard-Dayton will stand out far above anything in their respective classes.

When seeking a car to compare with the \$3000 Stoddard there is nothing under \$4000. Just what that means, \$1000 better than any other \$3000 car. And the same is true of all our cars from the 20 h.p. roadster to the magnificent 50 h.p. Torpedo.

### Rich, Stylish, Elegant

Stoddard-Dayton has always been the most richly finished American car. No detail has been slighted. It is a matter of style and elegance.

Every essential part of the Stoddard is made in the Stoddard factory. We know what we put into our cars and our guarantee is a guarantee of the best. Every piece of material in the Stoddard-Dayton quality never varies. It is as good as the little cars as in the big ones. All the principles of the world's greatest and most expensive cars.

### Thirty Styles of Body



STODDARD "20." Five Passenger Touring Car.

\$1250

Motor, 4x4½; wheel base, 112 inches; 32x3½ wheels; dual ignition system, including magneto, full set of tools and five lamps.

Selection of a car in harmony with your views and your purse is thus made easy, and no matter what car you select you will secure a *high class car*, because all of our models and designs are *high class*. Among these 1911 Models are smart Runabouts and rakish Roadsters, seating two, three, four or five passengers, impressive Touring Cars—some carrying five and the big machines seven: Open cars and Closed cars, Coupes, Limousines and Landaulets.

OPPORTUNITY FOR LIVE AGENTS—This will be the first season the Stoddard-Dayton allotment for California has been sufficient to supply the demand. By August 1 we will have agents in every town in California. Our proposition is a good one for live agents. Write, wire or call, not next week, but IMMEDIATELY.

# Stoddard-Dayton Motor Co.

2963, Home 10457

THE HOME OF SATISFACTION

Tenth and Olive Streets

FUN AHEAD.

## DEER AWAIT SPORTSMEN.

Mountains Harbor Abundance of Fine Game.

Full Moon Is to Follow the Opening of Season.

Dove Hunters to Get Busy Friday Morning.

The deer season is to open Thursday at midnight, and an hour after Friday morning the first volley in the annual bombardment of doves will be in order.

The seasons for deer and dove open the same day, July 15, but according to law the bird hunters must wait till after dawn before getting busy.

In respect the deer men have a camp of several hours in their bivouac, as they may start in at the very beginning of the specified day.

In San Bernardino and Riverside counties deer season does not open until August 15. In all the other Southern California hunting is lawful beginning July 14.

Whether or not a man who ploughed a deer in San Bernardino or Riverside county after July 14 and before August 15 could be convicted is a question that is being much discussed by sportsmen. Many nimrods maintain that the County Superintendents have no authority to alter the date law.

Reports from the many places in the southern mountains that in former years have furnished good sport, to the effect that deer are as plentiful this year as they have been during the last four or five seasons. Of course, the abundance of game that dated ten or fifteen years ago is gone forever, but the sport promises to be productive of results this season as was last year.

IT'S TOO BAD.

Unfortunately, full moon is due on the 22nd, only a week after the season opens, and this undoubtedly will put damper on the sport for awhile, as deer are full the deer feed at night and consequently are hard to "jump" during the day. Thursday night first started the deer will set before midnight, and thereafter it will get worse for the nimrods until the next quarter occurs.

The Malibu and Newhall ranges will be the destinations of many hunters, who will go out from this city. Camping in those ranges have brought bowing and shooting of abundance of deer, although much of it is in places that are only accessible after a hard journey through brush and up and over rocky places.

Near the headwaters of the Sespe and Big Cahuenga rivers, and also to deer awaiting the nimrods.

William Hassall reports that he saw deer about half way up the wagon road to Mt. Wilson and he believes that a get a buck without going far from the well-beaten paths. He is going up to Big Cahuenga Tuesday in order to be on the ground when the season opens.

The Malibu and Newhall ranges will get caught with the goods will be shown no mercy this year, and a number of extra depots of cartridges, traps, and extraordinary efforts are to be made to apprehend violators of the law. The Los Angeles Game Protective Association offers a reward of \$25 for the arrest and conviction of any person shooting a doe.

DOVES PLENTIFUL.

If the June hatchin' of doves is to be regarded as indicative of the kind of season that opens Friday will be, it should furnish excellent sport. The brood is reported to be very large. Doves in this country raise about four pairs of young ones a year. Bird experts say that the July brood promises to be large.

The nimrods who hunt men at San Fernando, Soledad, Saugus, Newhall and San Franciscoquito Cañon undoubtedly will be well rewarded for their trouble, as there are plenty of birds there.

Ed Tufts is handling out further advice to the men with the view of stopping the yearly massacre of brooding birds. He says that if the spartans will only shoot the birds on "flight" they will not kill those with young ones or with eggs. After about a week's time, fifteen or twenty miles for water and frequently flocks follow streams for long distances, affording an opportunity for fine sport.

HOPS AROUND IN H.U.P.

Sturdy Little Machines Chug All Over Southland and Makes Fast San Diego Trip.

M. C. Nason, the Hupmobile agent, is making a record with the small machines, and has been placing them all over the country in large numbers. The cars have been arriving by the dozens, and his garage at Sixth and Olive streets has been well stocked all the time.

The Hupmobiles are being driven all over Southern California to the agents. It is the custom to deliver most of them overland. The cars come from the factory equipped for the road, and it is only necessary to pour oil and gasoline in them and fill the radiators for them to be ready for any trip.

One of the interesting runs recently made was the tour of Walter Ingle of San Diego, who made the run from San Diego to Los Angeles in a "Hup" in 7½ hours. The car used only 5½ gallons of gasoline during the 146 miles. The water was replenished at the radiator at San Bernardino, and that time the motor was touched. The car that made this record is one of the first which Nason sold.

PARI-MUTUEL SYSTEM.

POPULAR AT CHURCHILL DOWNS.

Matt J. Winn, general manager of the Churchill Downs race course near Louisville, Ky., believes that the pari-mutuel system has reached perfect development. It seems to be the sole survival of racing in America, and Winn predicts that it will lead to a healthy revival of the sport in the United States.

Speaking on the success of the system at Churchill Downs, Mr. Winn said: "The pari-mutuel is in far better condition than the old style of bookmaking. Progressive improvements have been started at the Downs. The betting shed has been enlarged and twenty new betting machines are being installed. New jockey quarters will be built and a new paddock.

Look Out.

Prince Edward Island's Legislature, by a unanimous vote, has refused to repeal the law making it a criminal



Willil Thomson, elected manager of athletics at Occidental College.

## NEW TIGER MANAGER.

Willil Thomson, Who Is to Handle Student Body Affairs at Occidental College, Is Busy.

Willil Thomson, '10, of Occidental College, who will fill the position of graduate manager at the Tiger institution next year, is arranging the football schedule. In addition to the regular freshman game with Pomona, a match probably will be arranged with the U.S.C. "freshies." The student body is in favor of having freshman games with the Methodists as well as with the Congregationalists.

Captain-elect Landreth and Thomson are well pleased with the revised rules that will govern the game next fall. Undergraduate Coach Wileman will have the full cooperation of the faculty and student body in handling the Tiger teams. All the members of last year's team, with the exception of Fred Thomson, are expected to return in the fall, and the prospects for a strong team are bright.

The new graduate manager also will be the purchasing agent for the student bodies of the college and academy. The student body of the academy as well as of the college, and has had a prominent part in the activities of the institution. He succeeds Watson B. Burt, who has gone into business in this city.

WHIDDEN COMES TO LIFE.

Wins Feature at Buena Vista in Easy Style With Roy Junior Second.

ASSOCIATED PRESS NIGHT REPORT.

SALT LAKE, July 9.—Whidden won the feature at Buena Vista today in easy style. Results:

Mile, selling—Cheswardine, 10 (Buxton); won; Proteus, 100 (Denny); second; Dr. Mayer, 90 (Selden); third; 1:42 2-3. Fred Bent, Chief Demand, 2nd; Barrett, Almena, Swell Girl and Copperfield also ran.

Mile, selling—Friars, 100 (McCarthy); won; Weymouth, 100 (Nolan); second; Emma G., 107 (Vesper); third; 1:42 2-5. Cigarlighter, Nebraska Lass, Special Delivery and Rather Red also ran.

Six furlongs, selling—Billy Myer, 107 (Kirshbaum); won; Snowball, 105 (Ivers); second; Ben Stone, 107 (E. Smith); third; time, 1:04 3-5. Annie Laurie, Valencia, Judge Shortall and Jim Carter also ran.

Mile and a quarter, handicap—Wisteria, 99 (Wrispen); won; Roy Johnson, 101 (Selden); second; Earth Tide, 101 (Kederis); third; time, 2:08 3-5. Coppers also ran.

Five furlongs, handicap—Doride, 104 (Cavanaugh); won; Jim Basye, 111 (Vester); second; Starlight, 105 (Pheifer); third; time, 1:01 3-5. Ballyhoo, Chemain, Valenton II also ran.

Six furlongs, purse—Endefield, 112 (Taylor); won; Spohn, 109 (A. Williams); second; Fernando, 100 (Battiste); third; time, 1:18 2-5. Balrona, Hamper, Lomond and Gabriel also ran.

MONDAY ENTRIES.

Six furlongs, selling—Pillan, 93; Aquila, 96; Young, 97; Gelico, 99; Smiley, 100; Starlight, 101; Cavallena, 105.

Five furlongs, 104; Silver Leaf, 107; Handi, 108; Doride, 100; Handi, 102; Bush, Bill, Eaton, 107; Histon, 108.

Five furlongs, selling—Beatrice Soule, 107; Dr. Fisher, 107; Alta Ray, 108; Ophelia, Doride, Edmund Adams, 108; Alice, 109; Starlight, 110.

Mile and a sixteenth, selling—xSilver Grain, 97; Gretchen G., 102; Lady Dodge, 100; Dave, Weber, Oberon, 104; Nebulon, 106; Round and Round, 106; Bushthorne, 108; Round and Round, 110.

Six furlongs, 106; Hariem Maid, 102; Del Cray, 103; Thomas Calhoun, 103; Mary Casey, Albion H., Snowball, 107; Ben Stone, 109; Yama, 110.

Five furlongs, purse—Artisan, 99; Knight, 100; Silver Stocking, 102; Godfather, Sewell, 103; Hamper, 109.

x—Five pounds apprentice allowance. Weather clear; track fast.

Results at Latonia.

LATONIA, July 9.—The Latonia spring meeting closed to-day with the Cincinnati Hotel Handicap as the carded feature. Pinkola, top-weight in the handicap, made up for a losing effort yesterday by closing strong in the stretch and winning in a mile drive from Meadow.

Results of racing: Helen Burnett won; Jack Weaver second, Plan Ryan third; time 1:04 4-5.

Mile and a sixteenth, Lottie Creed won, Shirman second, Shapdale third; time 1:16.

Six furlongs: Golden Egg won, Messenger Boy second, Oracle third; time 1:12 3-3.

The Cincinnati Hotel Handicap, \$2000 added, mile and an eighth: Pinkola won, Meadow Place second, Countess third; time 1:04 4-5.

Six furlongs: Emperor William won, Merrick second, King of Yolo third; time 1:12 2-5.

Mile and three-sixteenths: First Peep won, Azo second, Wolverton third; time 1:59 3-5.

The POPULAR AT CHURCHILL DOWNS.

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## Diamond

Tires Make a Fourth Consecutive

## Clean Sweep

The Glidden Tour Again Shows Conspicuously That DIAMOND TIRES ARE BEST

The record, as nearly complete as possible, shows that fourteen cars used strictly stock Diamond Tires. Twenty-four cars were divided among six other makes of tires.

## THE SHOWING

BLOWOUTS—On DIAMOND Tires, four; on largest competing make, 12; on other competing makes, 8.

REPLACED ON ACCOUNT OF CUTS—DIAMOND, 13; largest competing make, 15.

TIRES PUNCTURED—DIAMOND, 55; largest competing make, 63.

TWO CARS CHANGED TO DIAMOND TIRES EN ROUTE.

No one can give, with truth and accuracy, a complete statement of tire results and mileage cost during the latter part of the tour.

As is well known, only a few cars even approximated the schedule at all times. Cars were often from one to three days behind. Tire observers were utterly unable to gather complete data.

ANY FIGURES, THEREFORE, PRESENTED AS COMPLETE, ARE JUGGLED AND MISLEADING.

## Drivers Tell Why They Won The Glidden Tour

On Diamond Tire Mileage, Cost, Wear, Resistance, Absence of Defects, Freedom From Blowouts, and Notable Superior Capacity to Resist Shocks.

"The Diamond Tire record in this tour is grand evidence of its excellence."—Ralph Robitaille, Chalmers pilot.

"We finished the Tour with the original air in two of the original Diamond Tires are still on the car, and in dandy condition."—Rudolph Faaha, Halladay pilot.

"The only Diamond Tire changes I made were due to cuts."—J. R. Andre, Chalmers Confetti car.

"I greatly appreciate the Diamond Tire service on the tour. Our only trouble was punctures."—Charles Confetti car.

"We had very satisfactory results throughout on Diamond Tires. They gave good service. The original air is in one of the tires."—J. G. Martin, Cole, No. 194.

"The selection of Diamond Tires as the best, was not justified by Glidden tour results."—John Oliver, Westcott Press car.

"Very excellent service was given me by Diamond Tires throughout the tour. Punctures caused the only changes."—L. M. Dull, Parry, No. 9.

"The most remarkable service given was the worst roads ever traveled by auto was the Diamond Tire Record on this tour."—Parry Knight, Cole, No. 8.

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"We finished the Tour with the original air in two of the original Diamond Tires, and the only changes were due to severe cuts."—W. Donnelly, Cino, No. 15.

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**NOT SO BAD.**  
**JEFF FONDLES THE CHILDREN.**

*Looks in Good Condition at His Charming Home.*

*Looks the Same as He Did a Few Months Ago.*

*Slightly Discolored Eye Is the Extent of Injuries.*

BY GREY OLIVER.

Jim Jeffries does not know whether he would fight Jack Johnson again; never made any statement to any one that he would fight him or would like to; and proposes to take life easily for the next two weeks before deciding whether he will think of fighting in the future or follow his own inclinations and keep out of the game.

As he has several hundred thousand dollars in the bank, a beautiful home, on a large lot, in a commanding location, and a charming wife, it is not to be wondered at that the immediate or distant future does not concern him.

I found him sitting yesterday evening on one of the comfort posts at the top of the steps that lead up to his house, and with him were his wife and Mr. and Mrs. Jack Jeffries. I expected to find a broken-down old man moaning over his defeat as he sat and held his bruised and pulpy face between his hands, as this is what you would naturally look for after the harrowing, tearful descriptions of the big fight that were showered broadcast over the land by the so-called fight experts the day after the big fight.

Instead of all the misery and bustness Jeff looks just about the same as he did when he left here about three months ago for the north to begin his training. His right eye is a trifle bloodshot and his upper lip on the right side is a little swollen, but aside from these marks he looks as well as Jim is apparently as good as ever. His face is naturally sure, but there are no abrasions, as the surface is as smooth as ever. He says he has not used any treatment for the soreness except application of hot water, and does not need any.

**HEARING IMPAIRED.**  
His hearing is a trifle impaired in his right ear, but he only notices it when he answers the telephone, but for the ordinary purpose of conversation the ear is just as good as ever. Jim is far from being downcast, for during all my brief talk with him he was playing with two little boys shooting a ship's contrivance into the air, and was pulling on the string of the revolving handle just as earnestly as if he had never heard of Jack Johnson.

Jeff is probably thinking more of the future than of the past, but he is not thinking with any saving much. He decline emphatically when I did not make any statement that he wanted to fight Johnson again, and apparently did not know what he would do.

"A lot of people want me to fight him again," he said, "but I don't know whether I will. All I want to think about is to get a rest after hard training. We are going to Catalina Monday for a few days or a week, and then I am going hunting. I won't know for two weeks whether I would fight Johnson again."

This is the sum and substance of what Jeff says about the Johnson matter, and gives the lie to all the fake yarns that have been sent out about what he was purported to have said. He passes all those lies up by the simple declaration that he never made any statements about fighting Johnson.

He may decide to in the next two weeks, after he fully recovers from the injuries received July 4, for he is a man of moods and as he has the inclination to return to the ring he will be sustained by his friends. It is possible he may go after the big black. These losses of his friends probably hurt him more than the defeat for he has almost recovered from it. He does not mind like a man that "helped off a train at Burbank" as one year had the account of his arrival here. He may be downtown this week and then his friends can see if he is the

States.

MAY BE TRUE.

**SAN FRANCISCO'S OPINION OF THE FIGHTING SITUATION.**

BY DIRECT WIRE TO THE TIMES.

**S**AN FRANCISCO, July 8.—[Excl.—] From fully half the correspondents and followers of sporting events that one met at Reno came the query: "Will we ever meet again at a function of this kin?"

One question naturally follows another, until it has come to be quite the smart thing in the sporting set to ask, "Is this the end of the fighting game?" Nor is the matter as humorous as some might consider.

Like the racing game, pugilism has come more or less under the ban of the moral code. It has gradually been shoved from one center to another, until it has finally come about that even California has barred the long box game, and Nevada is the only State remaining in which such affairs as the Jeffries-Johnson contest are permitted.

Undoubtedly there is an end for some time to come of boxing as California has been watching the game naurish, and perhaps forever.

In such there is only one chance for the survival of boxing, and that for promoters to seek concessions. They should ask from the Legislature permission to conduct the game as it is handled in New York, with short round bouts and no decisions. That, possibly, will be attractive, but for all it is better that being confined to four-round bouts between so-called amateurs.

No truer words were ever uttered than those of a man who said: "Jeff has done more to kill boxing than a hundred ministers."

The Jeffries fight has done more to kill boxing than a hundred ministers. The affair had so much of a commercial aspect, attracted so much attention the world over, that people commenced to talk, and once they began to talk they were sentiment aroused, and for the Jeffries-Johnson fight, having been scheduled for San Francisco the game would have continued undisturbed. There will be no more \$100,000 purses for exhibitions, not in the general, but we see such another crowd as was assembled at Reno this last week."

The chief criticism that can be made of Jeff is that he failed to train as he should have trained. He did not do sufficient boxing to put himself in good

crushed and bleeding wreck some of the newspaper yams have made him out to be. He plays with his dogs and the two kids he has, and months ago and this does not indicate that he is either half-killed, grouchy, downcast or morose.

**FLYING SPARKS OF MOTORDOM.**

Sacramento, Cal., is now using an automobile police patrol.

The Bridgeport (Conn.) Board of Police Commissioners has issued orders to arrest violators of the State motor law.

The Motor Racing Association will hold another twenty-four-hour race to be held at Brighton Beach track on Friday and Saturday, July 15 and 16.

The worst drawback to motorizing in Kentucky is the excessive rate of tolls on the main pikes. The average per car on the Glidden Tour run from Covington to Louisville was about \$3.

Sudden changes of the character or quality of gasoline with which a motor is laboring should cause trouble. Shock is a bad condition to induce in anything. A motor is no exception to the rule.

Since January 1, a large Detroit company reports having shipped 2257 new cars for taking calves and cattle in mind. It has purchased a second-hand machine and arranged a rack holding two calves or one cow.

C. H. Jahnke, a cattle buyer at Clore, near Shiocton, Wis., is using a motor car for taking calves and cattle in mind. It has purchased a second-hand machine and arranged a rack holding two calves or one cow.

The reorganized Automobile Dealers' Association of San Francisco, has gone on record as wanting reasonable laws to govern automobiles on the highways and it has also started a campaign to improve the roads.

Finding that warnings did not accomplish their purpose, the police authorities of Plainfield, N. J., have established a number of speed traps about the town and have stationed officers with stop watches in them.

There are now being built for the Santa Fe Railroad, one thousand fifty-foot box cars with end doors, seven and a half feet wide, allowing the unloading of automobiles on skids and saving much time and labor.

**MOTOR FIRE TRUCKS.**

One Runs to Two-Mile-Away Fire in Four Minutes, Breaking All Records.

Responding to an alarm of fire, a new automobile fire engine belonging to the Reliance Fire Company of Wilmington, Del., made the run of two and a quarter miles, part of which was up a very steep grade, in four minutes and flat.

Wild Bill Russel in a Pope-Hartford recently established a fast record as Santa Barbara, by making two miles in a little less than three minutes on the county boulevard.

Providence, R. I., is considering the passing of an ordinance regulating automobile traffic through its streets. The ordinance contemplates putting into effect the "one-way" rule on many of the business streets and the setting apart of various sections for parking purposes. Fire apparatus of all kinds, including the new motor trucks, will run the right of way at all times, though.

The Milwaukee Board of Fire Underwriters are so enthusiastic over the success of a motor salvage truck recently purchased for the insurance patrol that plans are under way to replace all horse-drawn patrols with machines.

**Many Cars.**

The rapid growth of automobiling this year may be seen from the fact that from January 1 to June 30 the following number of cars were registered in the various States: New York, 105,400; California, 35,000; Illinois, 28,094; Pennsylvania, 26,000; Ohio, 25,750; Massachusetts, 23,400; New Jersey, 21,761; Michigan, 19,000; Indiana, 17,000; Illinois, 14,074; Wisconsin, 12,767; Maryland, 10,367; Missouri, 10,206; Minnesota, 9,100; Oregon, 3,367; Utah, 1,130; Colorado, no registration, nor have the Southern States.

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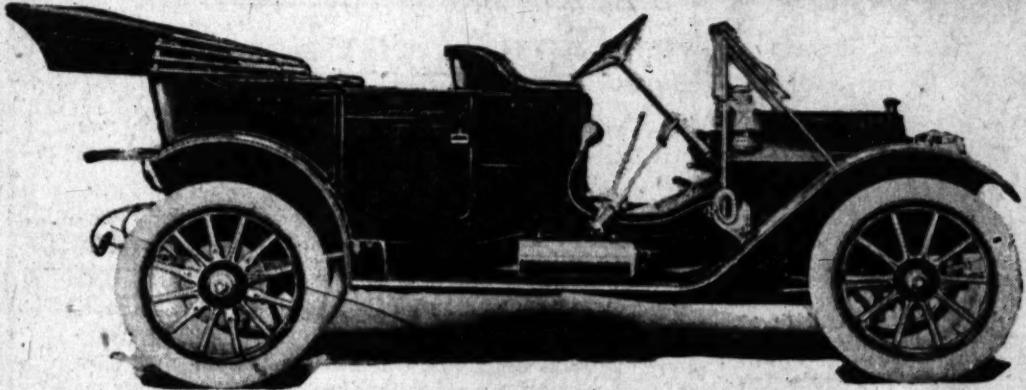
The rapid growth of automobiling this year may be seen from the fact that from January 1



# Chalmers 1911 Announcement

## Chalmers "30" Runabout and Touring Car \$1750

115-inch wheel base, 34-inch wheels. Carries five in perfect comfort under all conditions. Tonneau has been lengthened and made wider on front line of rear seat. Includes Bosch Magneto, oil lamps and Prestolite tank.



THE THIRTY TOURING CAR.

**T**N ANNOUNCING the Chalmers models for 1911, the most noteworthy fact is that in all vital features they remain the same as the cars that have created world's records for efficiency, endurance and speed—such as winning the Santa Monica Road Race, the Indiana and Massapequa trophies—blazing the way from Denver to Mexico City and mapping the path for the Glidden Tour of 1910. Trade papers last year gave the Chalmers the title of "Champion Cars."

The best evidence of Chalmers merit, however, is not the trophies won in tests of all kinds, but thousands of satisfied users, the majority of whom have the means to purchase cars of any kind.

The people who buy Chalmers cars are those who know how to judge motor car values regardless of prices and advertising claims.

Many of the Chalmers buyers are of the class to whom money does not have to be an object. People who can pay any prices constantly show their preference for the medium-priced Chalmers.

Look over the list of automobile buyers in your own community and see if these statements are not true. Talk to some of the Chalmers owners; their enthusiasm will prove our claims.

## IN GENERAL

The greatest improvement on the 1911 Chalmers consists in refinement of detail, like the artist's final touch to the masterpiece. Lines have been beautified in body and fender, so that—viewed from any angle—no car, whether it costs \$5000 or more, affords more eye-delight than the Chalmers.

On luxury-priced cars, the purchaser naturally expects not only the highest standard of workmanship, but the most costly materials, whether upholstery, trimmings or paint. Never before has it been possible to duplicate this excellence in a moderate priced car—for example, the Chalmers "30" receives sixteen coats of paint, requiring five weeks to finish it.

## IN DETAIL

The curves just back of the tonneau doors have been straightened out, making the low, rakish, straight-lined bodies which every maker strives so hard to obtain. The seats have been lowered, adding materially to the riding comfort.

The tonneaus of both "30" and "Forty" have been made longer and wider. The fenders have been changed slightly adding to the graceful appearance of the car and at the same time affording greater protection from water and mud.

The angle of the steering post has been changed slightly so as to allow more space between steering wheel and driving seat.

The brackets supporting the running boards are fastened inside the frame, making the exterior of the car appear perfectly smooth.

Note the wide, beautiful doors. Hinges and door locks are furnished by a famous lock manufacturer; no better can be bought.

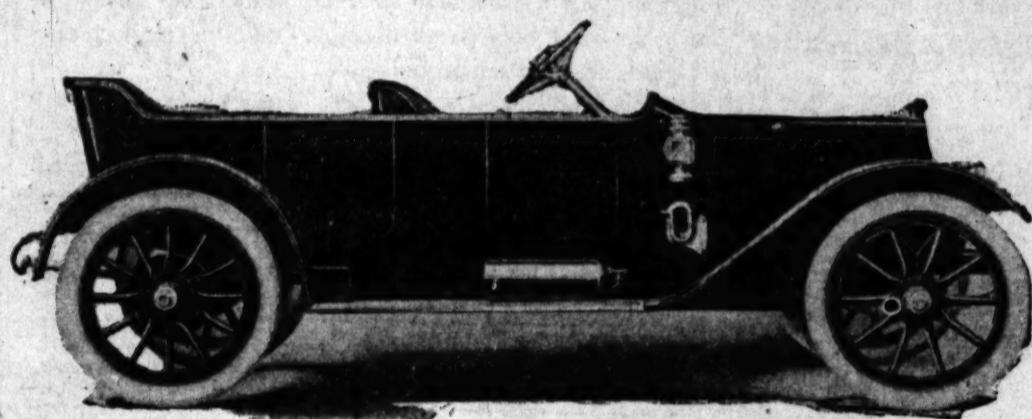
## THE NEW SQUARE DASH

On the "30" the dash, heel boards, and the door strips are of black walnut, on the "Forty" Circassian walnut. All handles, mouldings, levers, etc., are shapely and massive.

The battery box has been placed under the rear seat and a tool box big enough to hold a pump placed on the left running board, a change that every driver will praise. Cork linoleum on the running board and floor instead of rubber.

## Chalmers "40" Touring Car \$2900

Including Bosch Magneto, gas lamps and Prestolite tank, 122-inch wheel base, 36-in. wheels; seven-passenger capacity. Two auxiliary seats \$50 extra.



## Chalmers "30" Touring Car \$1850

115-inch wheel base, 34-inch wheels. Includes Bosch Magneto, oil lamps and Prestolite tank.

## HE Verses

all the choice ambitions of y  
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now, Willie was the colonel o  
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and thought, "I shall impress

though Willie in civilian cloth  
the Widow thought, "He's ha  
and when at regimental drill si  
silly little heart began to fl

## FINALLY

Both the "30" and "Forty" motors remain unchanged in principle, although small improvements in design and workmanship insure that they will be even smoother running and quieter than ever before. The motor is a masterpiece of power, which is too often the case in so-called "silent" cars. New style carburetors, which are more efficient, and their economy and uniformity of operation under all conditions will be apparent.

As in former years, the Chalmers principle is not to make as many cars as possible, but as good as possible. Chalmers cars are built on a quality, not a quantity basis. We have not furnished cars of the 1910 models for all who wanted them. We fear that were we to do so, we would be told they could not get the cars they wanted. It is sometimes easier to build a thing than to show him why he ought to have it.

We would like to take care of every one who wants a Chalmers car, and yet we do not build cars in very large quantities; hence we would advise you to place your order now.

## DELIVERIES

Demonstrating cars will be shipped this month. Deliveries will begin in August, with rotation and deliveries made accordingly. Last year all our deliveries were before Christmas. Hence, for your own protection, get your order in AT ONCE.

## Chalmers "40" Touring Car \$3150, Including Bosch Magneto

Gas lamps, Prestolite tank and mountable rims.

THE FORTY TORPEDO.

# Western Motor Car Company 727 So. Street

## SPORTING COMMENT OF THE WEEK.

### Chances of the Decade.

Yachtmen of the Pacific Coast have had the chance of the decade to make good in the Honolulu race, and they are to get away yesterday the chances of a modern recognition have become very slim. It was very nearly decided to send an eastern boat to the Coast this year, but the conclusion finally arrived at was to watch this year's events and then for the next year to send a boat over to the Pacific to win first prize. Eastern papers have shown much interest this year and had the race started yesterday would have printed column wheresoever last year, but one paper printed the necessary copy in the race and the big press associations carried but a hundred words or so. The fiasco of yesterday, for a paltry \$500, as viewed by easterners, makes the Coast yachting feature a laughing stock in the eyes of the racing world. In addition, Los Angeles yachtsman has lost its chances of retaining the race. It is likely that San Francisco will be able to get the event by another year despite the fact that nothing appears to have hindered to sail. What Los Angeles needs is more capital invested in yachts if it expects to make anything of the game. Those owning yachts now are good sportsmen, but most of them are barely enough to sustain to invest in the port to carry them through a season, and a long race with high expenses hits these persons pretty hard. Yachting is an expensive sport, but if Los Angeles can expect to be ranked as a seaport town it should be fast and seaworthy racers and enough events of national importance to make the rest of the country sit up and take notice of the fine racing waters here provided.

### Crooked Gambling Element.

More than anything else the crooked gambling element has given a black eye to the Jeffries-Johnson fight. The alleged revelations of attempted games to traduce the fighters or their

but the bad ones seem to be more prominent and they have killed off the game more surely than all the opposition of the legitimate gambling influence. Gambling of itself is as honest as the better class of merchants and such a man would never put boxing on the bum. England has managed to get along with horse racing, boxing and kindred sports where big money is made, and all because there is a degree of sportsmanship in the Briton's makeup which demands fair play, not only in contests themselves but in the laying of the odds. A square gambler is a Raskard's man, a recommendation of his kind; and the same term might be applied to the better class of stockmen players. If a fight is won fairly and squarely, the public is satisfied but if for instance Jeffries was doped and then for the next round fought with a black eye, then the public would do more to do away with prize fighting than all the crusade of church organizations in the country. If lynching is at all justifiable, then the crooked gamblers should be the persons to do it. There are differences of opinion as to the massing of wealth without labor, but as a large part of the world's riches is so garnered, let such operations be applied to the better class of stockmen players. If a fight is won fairly and squarely, the public is satisfied but if for instance Jeffries was doped and then for the next round fought with a black eye, then the public would do more to do away with prize fighting than all the crusade of church organizations in the country. If lynching is at all justifiable, then the crooked gamblers should be the persons to do it. There are differences of opinion as to the massing of wealth without labor, but as a large part of the world's riches is so garnered, let such operations be applied to the better class of stockmen players. 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There are differences of opinion as to the massing of wealth without labor, but as a large part of the world's riches is so garnered, let such operations be applied to

SUNDAY MORNING, JULY 10, 1910.

Part VIII—8 Pag

THE HOUSEHOLD—THE FAS

On All News Stand

Trains and Streets 5 C

## THE WIDOW WISE

Verse by Paul West

Drawings by W. H. Loomis

—inch wheel base, 34-inch wheel  
des Bosch Magneto, all lamps and  
tire tank.

the choice ambitions of young William Wilkins' life,  
his greatest was to find some day a lovely, wealthy wife;  
and when he met that creature sweet, the charming Widow Wise,  
thought he, "Well, here's a chance to win a great and glorious prize!"

Willie was the colonel of a dandy regiment,  
when the State militia into camp that summer went  
to give a swagger luncheon for this little lady fair,  
and thought, "I shall impress her with my military air!"

Though Willie in civilian clothes had scarcely made a hit,  
the Widow thought, "He's handsome as a soldier, I'll admit!"  
and when at regimental drill she saw him at his best,  
her little heart began to flutter in her breast.

4.—"He seems a strong, commanding man—the kind who rules," thought she;  
"The very sort of husband for a clinging vine like me."  
And when he left his other guests and asked her for a stroll,  
The jealous looks that followed them were honey to her soul.

5.—Down a fair path called "Lovers' Lane," from prying eyes concealed,  
They walked until they came upon a daisy-flowered field.  
And there, beside a rustic stile, 'neath azure skies above,  
The Colonel, on his bended knee, poured out his tale of love.

6.—"Ah, Widow fair," he murmured, "do not doubt my love for you.  
I'd dare the world in battle, fight a thousand lions, too!  
My military heart's aflame—with ardor 'tis so full!"  
A mighty bellow rent the air, and on them charged a bull!

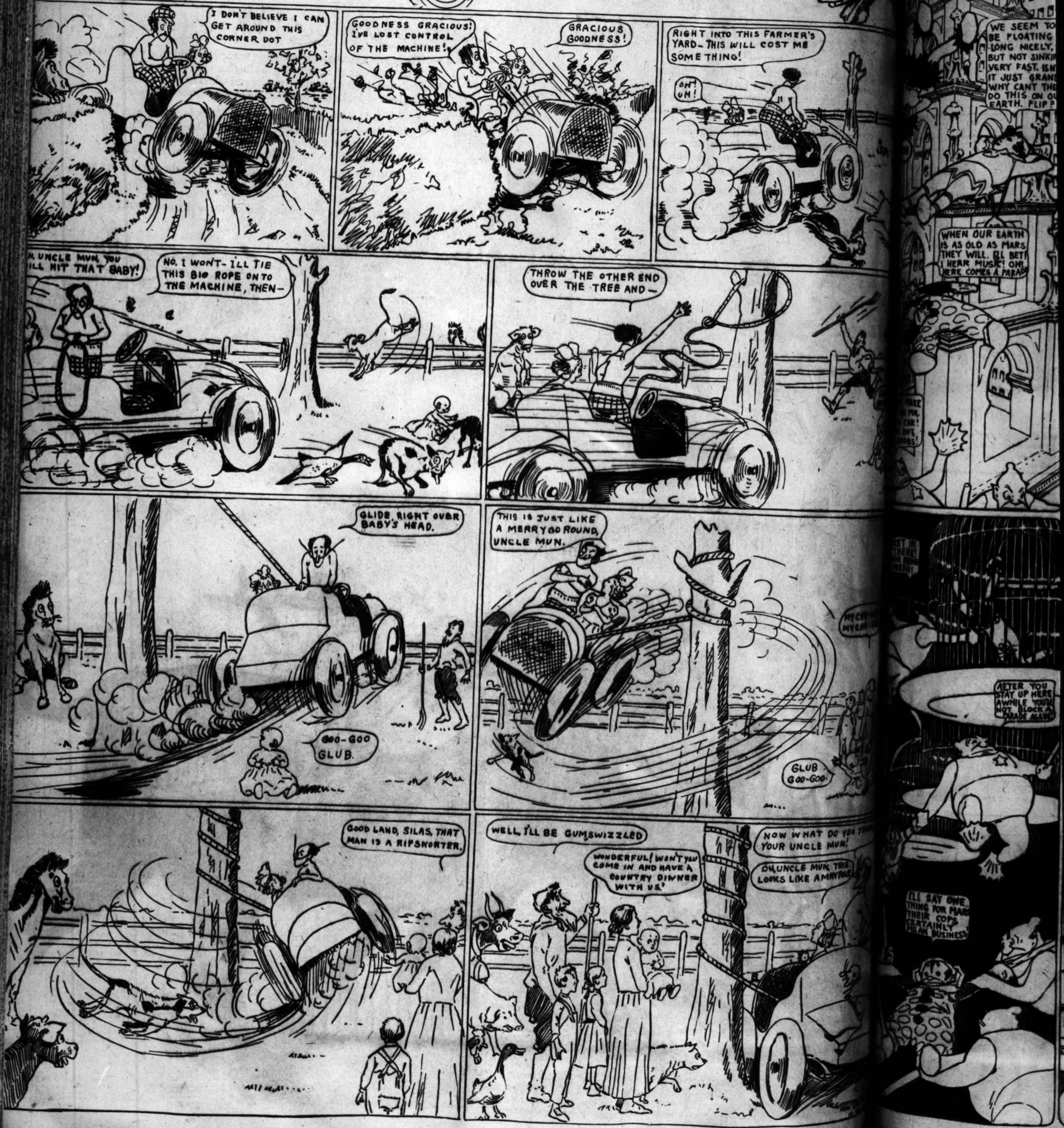


The Widow never stirred. Thought she. "He'll prove his valor great."  
"Alas! The Colonel yelled, "Oh, help!" and scuttled o'er a gate.  
"The coward!" cried the Widow. Then she also turned to flee.  
And, just in time to save herself, climbed deftly up a tree.

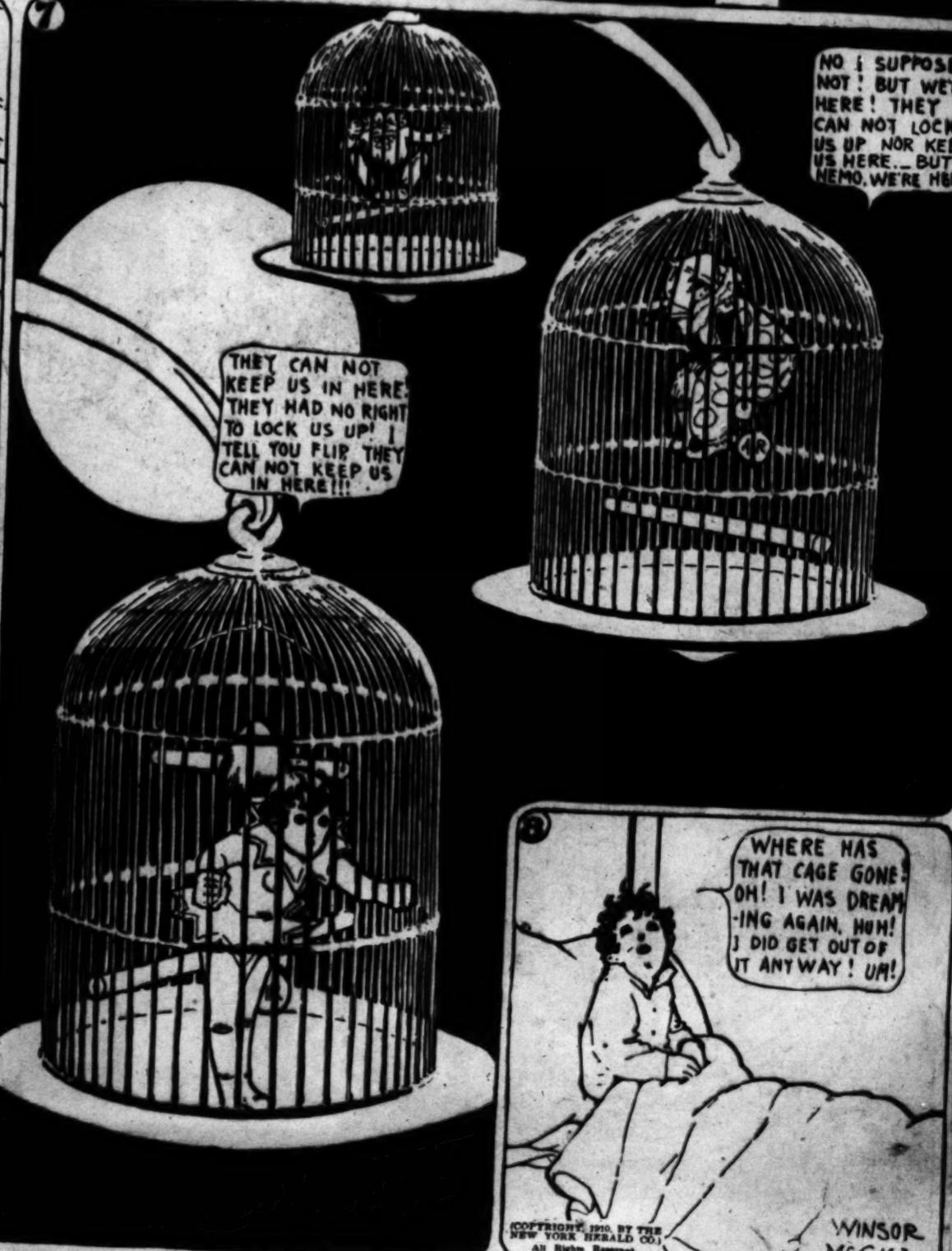
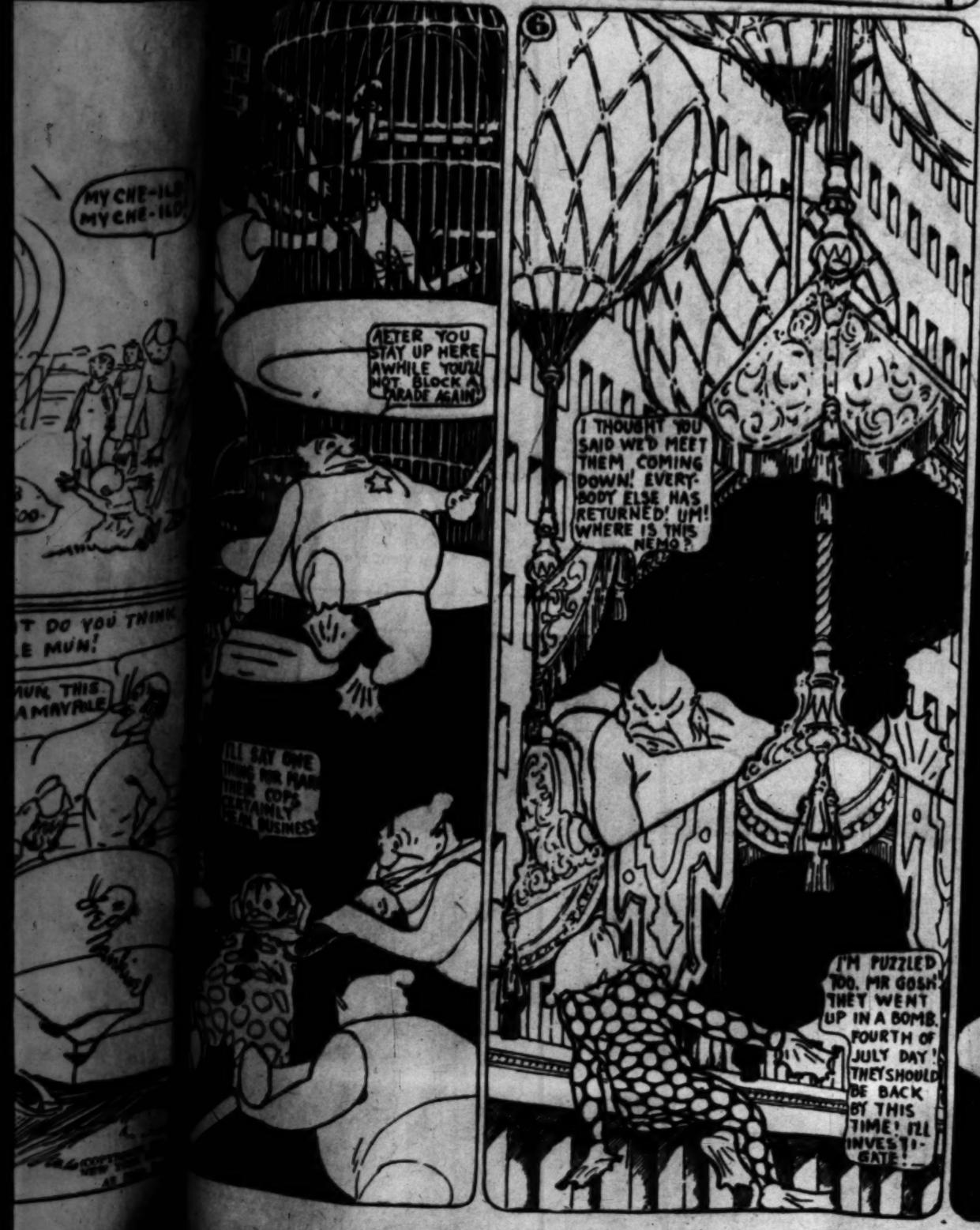
8.—At last they came and rescued her, but while she waited there  
She'd lots of time to think about the laughable affair.  
"Ah, uniforms are pretty things, but"—tears shone in her eyes—  
"BRASS BUTTONS DON'T MAKE HEROES!" said the lovely Widow Wise.

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# UNCLE MUN



## NEMO IN SLUMBERLAND



WINSOR MCCAY

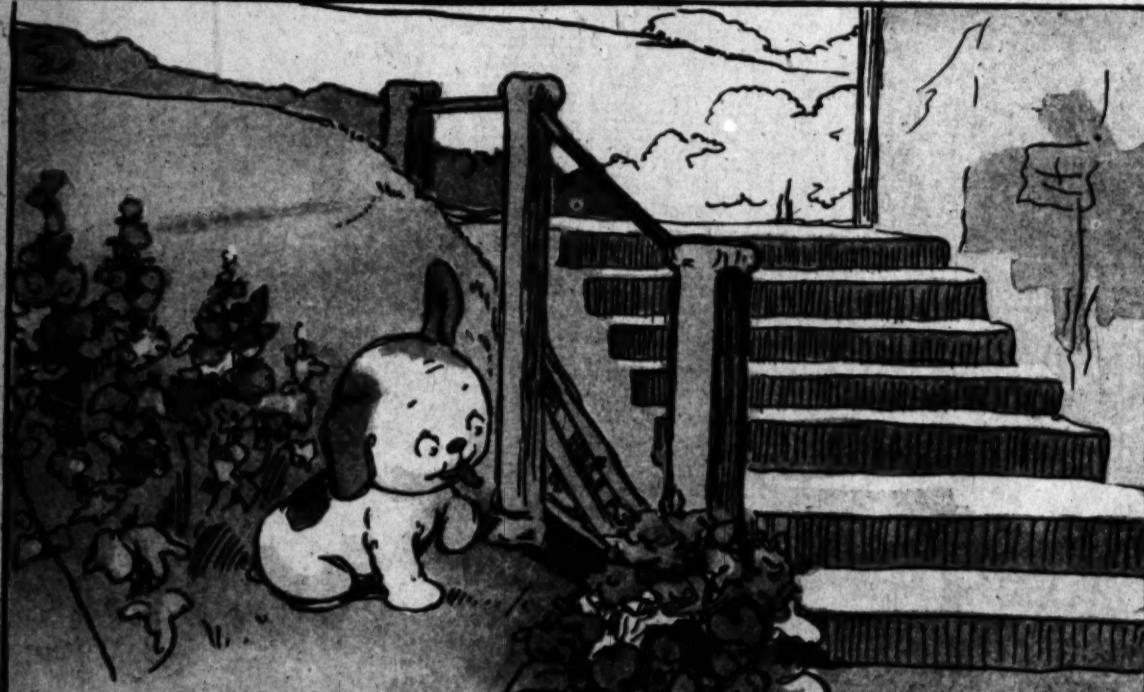
# THE TURR'BLE TALES OF KAPTIN KIDDO

(Copyright, 1920, by The North American Company.)



Written by **ART-E**  
**MARGARET GLASSOR**

Pictured by  
**GRACE G. WIEDER**



Ther's a n'orful gr-r-eat monsters big'giant Hopper-toad what lives underneaf o' our back steps. Puppo telled me 'bout him. Puppo has saw two or free dee-ar little Kitty-Pusses run underneaf of ther' an' ey never never comed out agen. Puppo watched an' watched for 'em to come out. Puppo thought the giant Hopper-toad must of eated the poor little Kitty-Pusses all up.



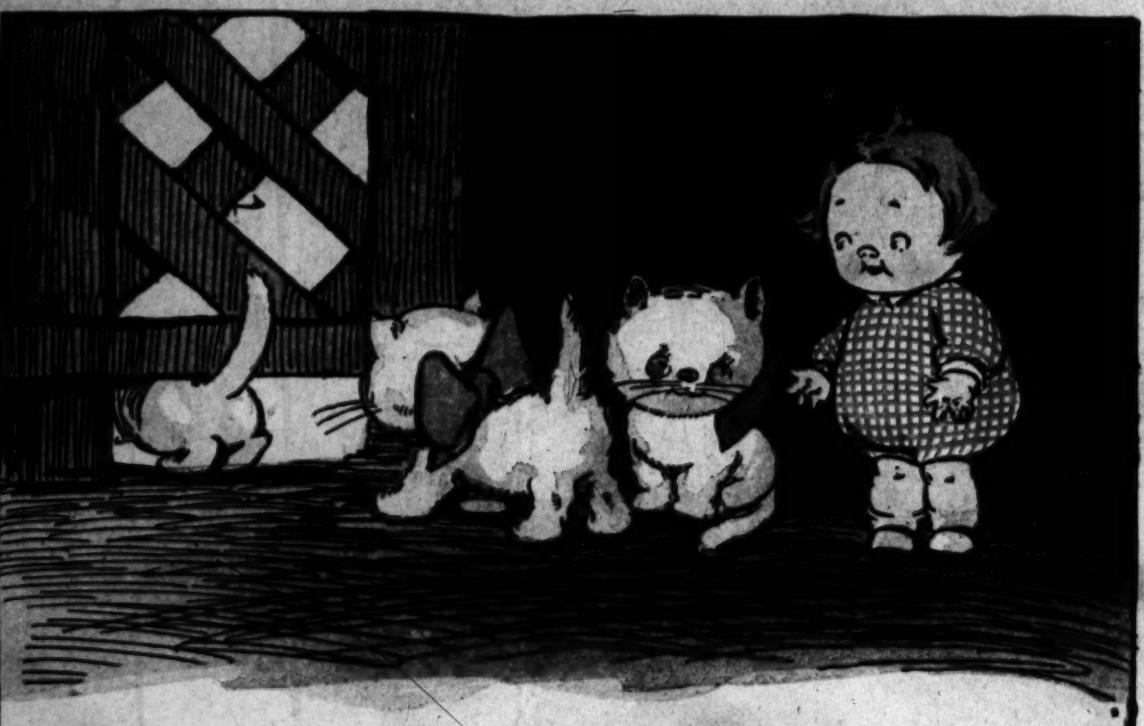
An' I was sittin' on the back steps one day an' it was a n'orful hot day, an' suddenly a n'orful orful Hopper-toad comed out, an' he had a crown on—an' he was all trimmed up wif knittin' "Hello, Kiddo!" An' I sed, "Hello yourself." En he sed, "Come on into my house," "Wait till I get Puppo." An' I called him, but he didn't come.



I wasn't not scared o' the old Hopper-toad—not one bit—an' he had a n'orful dark house, an' spiders an' earwigs an' wiggly fings all squiggin' roun', an' free nice fat little Kitty-Pusses all tied up wif big spider webs, like flies, an' ey was sayin', "Mee-ow-mee-ow—" orful addish, an' I winked to 'em to not be scared 'cause I'd save 'em, all right.



En the naughty of' Hopper-toad he looked orful bad, an' he looked orful wicked, an' he was up in a tight spider web whiles I wasn't not lookin'—an' I sed, "Stop at, you deceitful' bad, I sed, "Doesn't you know I is Kaptin Kiddo?" I sed, an' the n'impatient Hopper-toad he said, "What-eh-know-about-at?"



En I took mine—er—mine horsepistol, an' I—er—well, I shoted 'at bad of' Hopper-toad jus' plum fell o' holes, an' I killed him dead. En I tooked some scissors out o' his work basket, an' I cutted the spider webs, an' the free little Kitty-Pusses gotted out, an' ey sed, "Purr, Purr, Purr"—en we squeezed through a twenty little crack in the steps an' we was gettin' out orful nice.



But the free little Kitty-Pusses 'gun to say, "P-att-ti, P-att-ti, P-att-ti," an' ey gotted out 'cause 'ey see'd Puppo comin'. An' I felled down two or free steps, an' Puppo was kickin' me, "You was always, wasn't you!" An' I telled him, "NO! 'course not." An' I telled him, "You is enough to make a dog laugh, Oh, you Kiddo!"



written by  
MARGARET GHANTOR

illustrated by  
E. WIEDER

# ART-EMBROIDERY GOWNS SUMMER WEAR



*Mull With Hand Embroidery.*

in appearance. The hand embroidery is in light blue and forms narrow bands at the cuffs and down the left side of the waist (where it is finished by a tucked ruffle, corresponding to the collar and cuffs) and a very wide band at three-quarters length down the skirt. The short sleeves and the upper part of the rather loose-fitting waist are tucked, not very closely, and the whole dainty gown is finished by a wide belt of mull edged with narrow embroidery.

Somewhat on the same style is the batiste gown, in which the fine piece embroidery, with its scalloped edge, is combined with lace insertion. The embroidery forms two deep flounces on the skirt, with pin-tucking between, and fills the spaces between the insertion in the yoke and on the loose sleeves, belled at the bottom. The lower part of the loose waist is tucked between the insertion, which also forms radiating lines below the narrow belt of embroidery.

The tan linen frock shows again the popular tunic, combined in tailored effect with white open piece embroidery, which is in bands on the sleeves, the blouse waist, the princess belt and the lower edge of the overskirt. The collar and shallow yoke are of all-over embroidery, and the waist and sleeves are widely pleated; the skirt also is a pleated one. The overskirt fastens at the left side, rather far back, with large crocheted buttons.

SOMEHOW part-embroidered gowns seem to fill a gap between the stern simplicity of plainly cut linen or muslin and the elaborate elegance of the all-lace or all-embroidery dress. They are especially appropriate for summer afternoon wear, but range from the practical becomingness of a comfortable morning dress to the daintiness of an afternoon-tea or "hammock" frock.

A design that might be applied in different materials to either of these uses is the open-embroidery dress shown in the first photograph. This embroidery comes with the piece, and the gown is quite simple in construction and is effective without being expensive. The waist and sleeves are entirely of the embroidery, with the exception of the wide folds, forming a sort of jumper effect and trimmed with large white crocheted buttons, and the three bands of plain material at the cuffs. The skirt below the straight belt is a perfectly plain gores one, except for the wide band of embroidery inserted at about three-quarter length.

The gown in cuirass effect of lightweight linen is also trimmed with embroidery that comes in the piece. The sleeves and upper part of the waist are tucked and the skirt is plain. The embroidery is used with good effect on the low, cool collar, the loose cuffs and down to the wide, fitted band above the waist line. Another inserted band lends a finishing touch to the military flounce of the princess overskirt. This is fastened by means of braid buttons and frogs.

Still a third example of piece embroidery is the gown in green and white. The yoke of this is of heavy embroidery of a close weave, and the rest of the gown is simply made, with the colored embroidery in bands down the sides of the sleeves, across the cuffs, over the shoulders and bust and down the left side, finishing off the overskirt opening, until it ends at the lower edge of the tunic. The belt is again a straight band of the material, and there are three cross tucks about six inches from the cuffs.

The mull gown is for lighter wear and is more delicate



*HANNEN*  
*A Scrubbing Military Effect*









# The Smartest Fashions of Well-Dressed Folks

Illustr.

os An  
Sur

PICTURES

## Paddling on the Lake

EAR ELEANOR:

Do you remember Eddie's mother? She lived so near to me? Well, she is back; only now she is a widow. She has a little boy just the age of Eddie.

We have been rowing all summer,

and today she went down the lake in a new rowboat—you know I wouldn't

let her go alone, but I could hold a candle to her.

Pardon a moonlight message,

Her gown was of figured silk, with a

quite low and the sleeves elbow-length,

shallow yoke of heavy white lace,

tassels over the shoulders, and

blue silk just the shade of the

fashion and piped with plain

lace.

The sleeves were the new

deep ruffles, each edged with the

girdle was of that same

front of the gown, from the

girdle, was a broad plait, piped

with silk-covered buttons, giving

dressy appearance to the whole.

And Eddie has learned things to

her last! Just think, she wears

her last! Just think, she

Illustrated Weekly Magazine.

# Los Angeles Sunday Times

JULY 10, 1910.

FIVE CENTS

PICTURESQUE SOUTHERN CALIFORNIA.



San Fernando Valley from Elysian Park.



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LATED PRESS

Three blind  
boy students of the California In-  
stitute for the Deaf, Dumb and  
Blind, who lost their way on the hills  
back of Berkeley last night, reached  
home safely this morning after a night

surprised them until the entrance was  
surprised. Then they tried to carry  
the instruments down the fire escape  
in the alley at the rear, but could

pend the determination of Singer's  
claim to a five-years' extension of his  
lease.

Losing in the lower courts, Singer,  
who is interested in the Princess The-

reward.

The elder Etherington, in speaking  
of the death of his son today, said,  
according to a dispatch received here:  
"My son was justified in what he did.  
No other man would allow another to

# IF YOUR GROCER RECOMMENDS BELLCRESCENT SODA —CLING TO HIM



**Sold Under Mission (10c) Angelus (10c) and Star (5c) Brands**  
Don't simply ask your grocer for crackers—specify Bellcrescent Sodas and get something more than ordinary crackers—in flavor, freshness—crispness and purity and general appearance. A Bellcrescent Soda represents the very last word in cracker making. These delicious goods are sold by the progressive class of grocers—you know them—the grocers who always have just what you want. In the production of Bellcrescent Sodas, the vital conditions essential to the making of a perfect soda cracker have been mastered. They are: superlative flour, perfect mixing and scientific baking. Every cracker that goes into a Bellcrescent carton is pure, clean, crisp, tasty, nutritious. Be particular about the crackers you eat. Specify Angelus, Mission or Star Brands, and get extra quality for the same money. Look for the Bellcrescent Seal on every package—indispensable proof of cracker goodness. Again, we say, "If your grocer recommends Bellcrescent Sodas—cling to him."

Baked by  
**KAHN-BECK COMPANY**

Makers of Bellcrescent Products, Crackers, Candy, Macaroni, Spanish Delicacies.



# Suetene

I couldn't do  
Without It

The modern chef really cannot get along without Suetene, the perfect shortening and frying medium. Every recipe in your cook book that calls for the use of shortening will produce vastly better results if you use Suetene as that shortening. Suetene is a scientific combination of healthful vegetable oils and pure beef suet. It is thirty days fresher than Eastern shortenings. Made in Los Angeles by The Cudahy Packing Co.





NEWTON ADV. CO.

AS HIGH  
QUALITY AS  
MID-DAY

EAST  
SIDE  
BEER

The quality of East Side Beer is absolutely  
distinctly a table beverage—not strong or heavy.  
A delicious flavor that you never forget. Rich  
nutritious products of golden grain, malt and hops.  
case today and you will not forget it.

One dozen large bottles, \$1.00; two dozen  
small bottles, \$1.00; two dozen cans, \$1.00.  
At best dealers or phone the brewery, Room 202, 10th and  
Main Streets, Los Angeles.

L. A. BREWING COMPANY

## THEY WERE.

One of the passengers who landed at  
the Mayflower 200 years ago next

Richard Gardiner,  
John Howland,  
Stephen Hopkins,  
Edward Leister,  
Christopher Martin,  
William Mullins,  
Edmund Marseon,  
Dugony Priest,  
Thomas Rogers,  
John Riddale,  
Capt. Miles Standish,  
George Soule,  
Edward Tilly,  
John Tilly,  
Thomas Tinker,  
John Turner,  
Ed Winslow,  
William White,  
Richard Warren,  
Thomas Williams,  
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## ILLUSTRATED WEEKLY MAGAZINE.

35

## COMMENDED SODA

ILLUSTRATED WEEKLY

FOR THE SOUTHWEST

Vol. 1, No. 1, 1910

Illustrations in scope and  
size of the land and of the sea,  
the valleys and the plains.  
The country, its exploitation  
and its resources, and to the word-paint-  
ing of the country. The contents embrace  
descriptive Popular descriptive  
articles and pictorials, editorials, poetry, pictures and  
advertisements.

Subscription, \$2.50 a year by mail,  
from THE TIMES-MIRROR COMPANY,  
Los Angeles, Cal.

Subscriptions, may be sent to the  
Editor, except through the  
regular subscribers of the

Virginia, where an English colony already existed. Later this design was changed to an intent to land near the Hudson River, as the Puritans would be at home among the Dutch, many of the party having passed considerable time in Holland prior to sailing for America. The long voyage across the Atlantic (nearly four months) wore them all out, and they made the first land at Plymouth, as they called it after the port in England from which they had set sail.

We can well imagine what it was to land on the bleak coast of Cape Cod in the depth of winter in a wild land where there was not a roof a yard square to shelter them. Women and children as well as men had to bear the brunt of the awful weather until huts could be erected. About the first institution set up in the new land was a graveyard, and before the stress of winter gave place to the warm beams of spring, half the colony had been laid away to consecrate the soil they came to make their home.

It was indeed an intrepid band, the like of which would be hard to find from the time the earliest emigrants set out from the home of ancestors to plant a colony in new lands. We run across the Atlantic now in less than a week in a floating palace fitted with every luxury. They crossed a trackless sea in what was almost an open boat. Out of the Majestic or the Cedric could be cut fifteen or twenty Mayflowers. When we land at Boston now we find a great community, rich, intelligent, refined, hospitable. They came to the edge of an unexplored land, the tempestuous sea behind them, the savage wilderness with its wild men in front. The men who faced parked cannon at Waterloo, and those who charged entrenched armies at Gettysburg were brave. The soldiers who win great battles leave behind them glorious achievements. Did ever troop of cavalry, massed cannon, or serried ranks of infantry face greater dangers than these half-hundred men who braved the terrors of an unknown winter sea to seek an unknown savage coast? Did saber stroke, did shot and shell, did ranks of bayonets or rattling musketry, ever win a victory so notable as the axe of the colonist, his pick and spade wrested from the savage woods, the stubborn soil and rocky hillsides of New England? The soldier often struggles for a noble cause and leaves a freed or protected people behind him to treasure his memory gratefully in their hearts. This little handful of resolute souls left us as their monument and that of their descendants the beautiful hills and lovely vales of New England wrested from the savage and the wild. They have left us the homesteads that nestle amid the apple trees, the villages that cluster thick along the streams, the stately cities full of commerce and of industry, and still better they have left us the schools of New England, its colleges and universities, and still greater achievement, they have left us the United States, with its incomparable government, its institutions the admiration of statesmen of all lands, the memory of Lexington and Bunker Hill, the Declaration of Independence and the Constitution of the United States with all the admirable code of laws wrought out according to its principles.

And they are with us still. It is difficult to trace through these three centuries the blood of these few families. Their kith and kin followed them from time to time from the old land, bearing the same names. For all these years men of English blood have been coming to our shores. There were no names among the colonists that had already been ennobled. Few of the Mayflower people had won great distinction prior to emigrating. They were of the rank and file, of the bone and sinew, of old England. They were mostly plain yeomen, of the Cromwell, Hampton, Pym type.

But everywhere you go in America you find the names of these first colonists to New England. Many of the descendants of these men won distinction in their new country, and are winning it still. Nor were the serving men debarred from this privilege. Where the rebel ship had to be subdued off the coast of France, it was a Winslow who commanded the ship that bore the flag of the republic. But when later the navy of proud old Spain was to be made lower the flag that first was kissed by the breezes of the New World, it was a Samson who trod the deck of the flagship off the coast of Cuba. He was a serving man who brought the name Latham to America, but the Aldens have won no greater honors than they up to this time. So of the Storys and the Thompsons. These names stand out as brilliantly as those of the Eatons or the Fletchers.

So with these men. One of the most graceful editorial writers who ever penned a line in California was Soule of the old Alta. Brewsters have filled high places in the State, and the Allertons are among our millionaires. They are not all good. A Cook has distinguished himself as the most accomplished follower of Ananias yet. But the names average up well negatively as well as the other way. Look down the list and note how few men of "bad eminence" you can recall who might claim descent from those of the Mayflower.

## Counting the Cost.

"So you want to marry my daughter, do you, young man?"

"Y-e-s, s-i-r."

"Well, can you support a family?"

"H-how many are there of you, s-sir?"—[St. Louis Star.]

## Sermons in Song..

## Oar

By Wilbur D. Nesbit

Saul hath slain his thousands, and David his ten thousand.—[First Book of Samuel xviii, 7.]

Older than kings and days of kings; born when the world had birth;

Shaped of the first mad questionings muttered upon the earth;

First as the fight of one and one, bitterly hand to hand, So were the years of war begun, so was our warfare planned.

There is no spot where far seas reach, no place on earth so wide

Where sword has not with sword held speech and sword to sword replied.

Sadder than slaves and days of slaves—since first the war days dawned.

Glory has sat beside the graves and fashioned gyve and bond

Fortune has overlooked the game nor cared how it has gone

While men played for the prize of Fame—and each man was a pawn.

There is no city gate or wall, no field or village street But where some time the trumpet call has lured the marching feet.

Anger or hate or country love—men make a fair excuse—

These are our battalions builded of; thus is our wrath let loose;

But in the glamour of drifting smoke shaken by thrilling cheers

Have been the joys of the fighting folk through all of the dwindling years.

Ever across the whispering wheat sullenly dull there come

Echo-like throbs of the marching feet led by the thumping drum.

War! And the rout is a world away! War!—Be it close beside,

Yet we must swing with the sweep and sway marking the battle tide;

Yet must we murmur a muffled hum, breathe us a bugle call—

Feeling the rush of the rolling drum, longing to stand or fall.

There is no spot where far seas reach, no place on earth so wide

Where sword has not with sword held speech or sword to sword replied.



## When Father Held

ed.

The fond father held the manuscript while his son practiced the oration.

"Shall we permit the ruthless hand of the hydra-headed tyrant," cried the youth, "to—to—to—well, what is it?"

The father was wrestling with the manuscript.

"Oh, yes," he muttered, "here it is: 'To desecrate. Go on."

"It's desecrate," cried the boy, indignantly. "Shall we permit the ruthless hand of the hydra-headed tyrant to desecrate the—the—the—why don't you prompt me?"

The father was staring hard at the manuscript.

"The—poodle—paddle—poodleum of our liberties," he stammered.

"It's the palladium of our liberties," roared the boy.

"Gimme that paper—I'll say it by myself."

And he stalked away angrily.—[Cleveland Plain Dealer.]

## The Immortal Soul.

It is true that there is no knowing when I shall die—I may even die tomorrow; but firmly believing, as I do, in the indestructibility of energy, I am quite indifferent to the advent of death. Death, after all, means no more than a corporeal change; there can be no reason why I, my own self, should vanish into utter nothingness, and I am convinced that whatever change my corporeal self may undergo, my energy and soul will forever remain in this world. In this respect I agree with the religionists, who hold that the soul is immortal.—[Count Okuma, in Japan Weekly Chronicle.]

HIGH  
ITY AS  
DAYS

WERE.  
in numbers who landed at  
200 years ago next

Richard Gardner,  
John Howland,  
Stephen Hopkins,  
Edward Lester,  
Christopher Martin,  
William Mullins,  
Edward Margeson,  
Dorothy Priest,  
Thomas Rogers,  
John Rigdale,  
Capt. Miles Standish,  
George Soule,  
Edward Tilly,  
John Tilly,  
Thomas Tinker,  
John Turner,  
John Winslow,  
William White,  
Richard Warren,  
Thomas Williams,

Samson,  
Story,  
Thompson,  
Trevore,  
Wilder.

Wing Company

over half a hundred. The

names are not given. There

of minors, twenty

of servants three were

as sailors as well

as craftsmen. There were

men to seek the shores of

the world.

over

## S Viceroy and Rajahs. By Frank G. Carpenter.

### INDIA'S NATIVE RULERS.

#### THEY GOVERN SIX HUNDRED STATES IN HINDUSTAN.

From Our Own Correspondent.

J EYPORE, 1910.—The native states of India are like to become hotbeds of unrest. Many of the rajahs have been educated abroad, and not a few are bringing modern innovations. The Maharajah of Jeypore has established schools for both boys and girls. He has a native college containing a thousand students, a female seminary where 800 girls are being educated by foreigners, and an industrial art institute, in which, among other things, is made a blue and white porcelain which compares favorably with that of Japan.

The Gaekwar of Baroda, who has a territory as big as Massachusetts, between here and Bombay, is instituting all sorts of factories. He has appointed an American as his economic adviser, and this man is suggesting all sorts of improvements. A bank has been organized, and native capital will be used to develop the country. A cotton mill with 15,000 spindles has already been built, and factories for the manufacture of glass, brick, cement and pottery will shortly be started. The Gaekwar expects to make starch from rice, and he will manufacture his own cigarettes and cigars. He is teaching his farmers modern agriculture, dairying and stock breeding. He has his agricultural experiment stations, and new plants and crops are being tested. He has large cotton plantations, upon which he uses modern gins with hydraulic pressure. He will eventually have weaving mills as well. He is also experimenting in silk raising, as well as in ramie and other fibers.

On my way here I was advised to stop at Gwalior and told that the Maharajah there would take me over the country in his automobile and show me his improvements of various kinds. There are other states where railroad enterprises and irrigation schemes are well under way, and altogether this supposedly dead part of India is springing to life.

Few people realize the extent of the territory still controlled by the Indian rajahs. They govern about



The Marajah of Jeypore.



Marajah of Oudeypore



His Highness  
the Nizam.



The Kumar of Jeypore

half of all Hindustan and more than one-ninth of the people. The native states are scattered all over India from Kashmir and Nepal in the Himalayas to Mysore and others at the extreme southern end of the country. Rajputana takes a great slice out of the heart of the peninsula, and Hyderabad, ruled by the Nizam, is an immense state still further south. Altogether there are 600 or 700 of these states, containing a population of more than 68,000,000.

These are a part of British India, and yet not of it.

The native princes and rajahs are supposed by the common people to have absolute rule, but they are all under the control of the British and all have British advisers. The chiefs have no right to make war or peace or to send ambassadors to each other or to outside states. They are permitted to obtain a limited military force, their troops altogether amounting to a little over 90,000 men. It is provided that no European shall reside at any of their courts without the sanction of the British government, and, in case of outrageous mis-

and it urges them to visit England and to send their sons there to college. In my time I have made one or two journeys with the Nizam to a little native state in the hills of the Deccan. The Kumar, or Prince, had just come from a hunting trip in the hills, and was coming home by way of the capital. I rode with the Prince and his suite, and not a few are so dangerous that he could not kick

them about his little principality. He was going back home, and had part in the government of his state. The Nizam, who rules this native state of Jeypore, has sent his sons there to school. The Maharajah of Jeypore, and he was chosen by the British to represent the native princes. Edward was crowned. His many friends, his museums and schools, have been established by his travels, and he says he will return again.

The Marajah of Jeypore, who is altogether have armies aggregating 100,000 men. The more important ones, such as the Marajah of Jeypore, the Marajah of Baroda and Mysore, maintain imperial forces of 10,000, 15,000, 20,000, 25,000, 30,000, 35,000, 40,000, 45,000, 50,000, 55,000, 60,000, 65,000, 70,000, 75,000, 80,000, 85,000, 90,000, 95,000, 100,000, 105,000, 110,000, 115,000, 120,000, 125,000, 130,000, 135,000, 140,000, 145,000, 150,000, 155,000, 160,000, 165,000, 170,000, 175,000, 180,000, 185,000, 190,000, 195,000, 200,000, 205,000, 210,000, 215,000, 220,000, 225,000, 230,000, 235,000, 240,000, 245,000, 250,000, 255,000, 260,000, 265,000, 270,000, 275,000, 280,000, 285,000, 290,000, 295,000, 300,000, 305,000, 310,000, 315,000, 320,000, 325,000, 330,000, 335,000, 340,000, 345,000, 350,000, 355,000, 360,000, 365,000, 370,000, 375,000, 380,000, 385,000, 390,000, 395,000, 400,000, 405,000, 410,000, 415,000, 420,000, 425,000, 430,000, 435,000, 440,000, 445,000, 450,000, 455,000, 460,000, 465,000, 470,000, 475,000, 480,000, 485,000, 490,000, 495,000, 500,000, 505,000, 510,000, 515,000, 520,000, 525,000, 530,000, 535,000, 540,000, 545,000, 550,000, 555,000, 560,000, 565,000, 570,000, 575,000, 580,000, 585,000, 590,000, 595,000, 600,000, 605,000, 610,000, 615,000, 620,000, 625,000, 630,000, 635,000, 640,000, 645,000, 650,000, 655,000, 660,000, 665,000, 670,000, 675,000, 680,000, 685,000, 690,000, 695,000, 700,000, 705,000, 710,000, 715,000, 720,000, 725,000, 730,000, 735,000, 740,000, 745,000, 750,000, 755,000, 760,000, 765,000, 770,000, 775,000, 780,000, 785,000, 790,000, 795,000, 800,000, 805,000, 810,000, 815,000, 820,000, 825,000, 830,000, 835,000, 840,000, 845,000, 850,000, 855,000, 860,000, 865,000, 870,000, 875,000, 880,000, 885,000, 890,000, 895,000, 900,000, 905,000, 910,000, 915,000, 920,000, 925,000, 930,000, 935,000, 940,000, 945,000, 950,000, 955,000, 960,000, 965,000, 970,000, 975,000, 980,000, 985,000, 990,000, 995,000, 1000,000.

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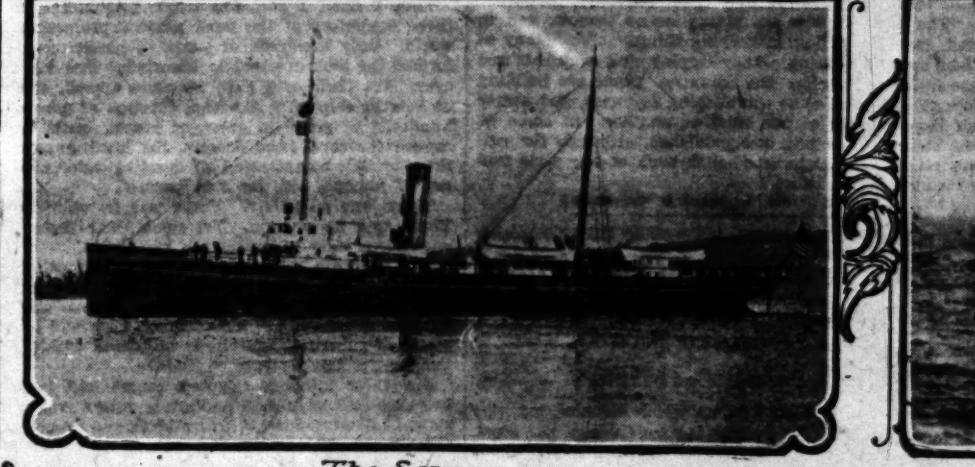
**Hunting Dead Ships.****IMPORTANT WORK CARRIED ON BY UNCLE SAM.****By a Special Contributor.**

**T**O all men who go to sea in ships there is the constant menace of the waterlogged derelict lying almost submerged in the trough of the waves. A score of times a year some great liner crashes into one of these snags of the deep, staves in her bow, knocks a hole in her bottom or otherwise disables herself. Most times she limps into port without loss of life, but now and again she goes to the bottom, leaving crew and passengers to battle for life in the ship's boats. Tragedy constantly sits enthroned on these hulls of ships that once were—waiting to take her toll.

fers a small fortune in salvage to the boat that will bring her to port.

The government once kept track of reported derelicts for a seven-year period, and so took an incomplete census of these tragedy denizens of the deep. She found 1628 derelicts or 232 for each year, nineteen for each month. Some months since there have been reported as many as thirty-five dead ships afloat. Latterly, however, the numbers have fallen off, and now the figures are much smaller. The point where most ships die is off Hatteras, where the water is the nastiest in the world. The coast of Maine produces its share of derelicts, and on the Pacific there is one now and again. But Hatteras holds the palm.

Most derelicts are laden with lumber. Other vessels, when water gets inside, go to the bottom, but a schooner of lumber is kept afloat by its cargo, and drifts on and on until it is destroyed by the men of the revenue cutter service or beats itself to pieces against some beach. Yet for months it may trail its shredded sails in desolation.

*Capt. G.C. Carmine of the Seneca Bark Crown now adrift off Bermuda**The Seneca*

its points. From all sources wireless the news of the derelict was badly down at the head. This is extremely difficult. A northeast gale

the derelict was found, and gradually progress against it was impossible. The Seneca was once lost sight of, there being no hope of being able to find her. The storm wore itself out. Even then the Seneca attempted to get to port and her cargo, valued at \$50,000, was brought to the owners. During the past year waterlogged derelicts were brought to get within sight of the Seneca.

But when the dead ship finally came to the Seneca, the commander of the Seneca, and his specially-trained crew, every man of means completed. Here is the bottom-up on the series of timbers are wedged into the hull of the wet lumber will still be broken into pieces and discommodate any craft that comes near.

The men from the Seneca sides of the hull. They had to find a way to get inside, and charges of gun cotton, thrown over her bows and planted three of these may be enough. They take to their boats and into port, wallowing about like

the cargo of cypress lumber in her hold and everything else above decks had been badly down at the head. This is extremely difficult. A northeast gale the derelict was found, and gradually progress against it was impossible. The Seneca was once lost sight of, there being no hope of being able to find her. The storm wore itself out. Even then the Seneca attempted to get to port and her cargo, valued at \$50,000, was brought to the owners. During the past year waterlogged derelicts were brought to get within sight of the Seneca.

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The government officially recognizes the derelict as the vampire of the ocean. The hydrographer's office of the navy attempts to keep track of the lost ships that are yet a menace to navigation. At this time of year when all the world and his wife is going abroad, is there especial vigilance. The revenue cutter service spends much time in their destruction. One cutter, the Seneca, is the official huntsman of the derelict, cruising constantly in the regions most frequented and devastating the enemy wherever found. She bears the title, Derelict Destroyer.

The Sargasso Sea in the mid-Atlantic, is in romance alleged to be the home of dead ships. This is a great eddy in the great ocean which, because of its freedom from currents is the growing place of great quantities of the seaweed, from which it gets its name. The weed, like any other substance afloat on the water, quietes its surface and a monstrous calm rests over a region 1700 miles long and half as wide. Into this it is alleged the dead ships of the ages have drifted and are there to be found today.

Yet the Norwegian bark, Crown, for instance, has just come from this region of the dead of her kind and is the liveliest derelict at present endangering navigation and baiting on the huntsman. Likewise is the story of the wanderings typical of the strange things that are done by deserted craft. The Crown left Nova Scotia last December for the coast of Brazil, laden with lumber. She lost her rudder, and floundering hopelessly, a gale tore away her sails. She was seen adrift and filled with water in mid-ocean on the day after Christmas. Her crew had evidently abandoned her, and their fate is one of the mysteries of the deep. She was at the eastern end of Sargasso Sea. Three months later she was again sighted 700 miles to the westward, having drifted into the reputed realm of dead ships and out of it again. Since then she has drifted entirely around Bermuda, having been seen a number of times. With the waves awash of her decks, she is now lying in wait for some vessel which, in the fog or in the darkness, may crash into her. Thousands of tons of waterlogged lumber offers itself as an impediment against which the fairest craft may break itself in two. Incidentally, the derelict has a value of \$50,000 in lumber, which of-

ten or turn bottom up with its masts pointing to the bottom while its hull looks like the back of a monstrous whale asleep on the surface of the water.

The Fannie E. Wolston is the champion long-distance derelict of known record. She went adrift off New Jersey October 15, 1891. For three years she drifted, being sighted at different times. She crossed the Atlantic until she approached the African coast. Then she turned in her course and came back. Twice she passed through the Sargasso Sea and refused to remain with those that are reputed to have gone before. In all she traveled some 9000 miles and disappeared from the reckoning of man into the unknown.

The schooner Fred B. Taylor did a more erratic thing as a derelict. She was hit amidships in the trans-Atlantic route off Nantucket Island, by a much heavier vessel and was cut in two. Strangely, one of her halves drifted north and went ashore on the coast of Maine, while the other half drifted south and beat itself to pieces on the Jersey coast. Scientists have figured long as to the cause of this strange conduct, but to little avail. The most plausible theory of it is that one portion projected from the water and was most strongly influenced by the wind and the other portion settled deep in the water and was controlled by the currents.

It was such a derelict as one of these that was struck by the Spanish gunboat Paz off Tarifa and resulted in that vessel going to the bottom with all on board. The trans-Atlantic steamship Veedam ten years ago struck such an obstruction a day out from Europe, broke her propeller shaft and tore a hole in her bottom, passengers and crew taking to the boats as she went up in flames. It was such an obstruction that the schooner Red Wing struck sixty miles off Pensacola and sank. Such are the obstructions that are every day affording danger to every ship that puts from a protecting port.

These dangers led Congress to commission a revenue cutter to the especial duty of cruising the seas and destroying the dead ships. The Seneca was chosen for the purpose, and for three years has been the official huntsman of the sea. Her headquarters are at New York, and her hunting grounds are that triangle which has Nova Scotia, the Bermudas and Charleston, S. C., for

ocean is rudely disturbed. It is broken in two. Possibly the wood yield, and the planting of the carpenter may be called to account that she may be attacked from the end she is broken up, by the waves, and the mines was placed under the hull. The amount of potential force as the "timbers" of any good ship unit refused to break up, however, until after exhausting his gun port. With but her smooth keel was no easy task to attach a towing cutter did the trick. He bored finally knocked in the circle. He and tied the line around a coil that was inside. With this the revenue cutter Yarmouth at a maximum rate of speed eventually arrived and was ready to haul up a wireless that the had collided with the steamship Tatton. Because of the dense fogs the search for the lost vessel had, however, succeeded in finding favorable condition and towed her to

the derelict destroyer is ordinarily rather than to rescue from it. There is a number of lives that are saved annually from the dead ships from the track of commerce. These corpses are so fortunate as to be of the dead of their kind that they are built in the Sargasso Sea, and some have drifted right through it, tending to the bottom they rest more or less. It is the intention of Capt. Carmine to eventually put them all.

**WILLIAM ATHERTON DUPUY.**

**Upper Ship's Days End.**

On anchor off Staten Island yesterday was a passing type and her owners are to transform her into a steamer. And so the stately ship with her name, Henry, was to go to South Brooklyn this morning, stripped and made over. As a square-rigger will end her days.

is a Bath-built oaken vessel of 3047 square feet and beam 49 feet. The main track to the deck is 217 feet.

in 1890 the big windjammer has a record of having logged 300 knots a day. And so the stately ship with her name, Henry, was to go to South Brooklyn this morning, stripped and made over. As a square-rigger will end her days.

the weather was bad, and she was overtaken by a Spanish pocket boat, which overhauled her up, abandoned, disabled and



*California's Desert.*FEATURES OF SECTIONS NOT NOTED  
AMONG OUR ATTRACTIONS.

By a Special Contributor.

THE desert is not officially listed as one of California's attractions.

You would look quite in vain for a description of it in the parti-colored and voluminous literature of transcontinental lines. The section which, as a geography would say, is bounded on the north by Nevada, on the east by the Colorado River, on the south by the San Bernardino Mountains, and on the west by the Sierra Nevadas, looks on the map much like the rest of California—unless you happen to notice such names as Death Valley, Pilot Butte, Funeral Mountains, Furnace Creek, Dead Man's Point, Bitter Springs and other appellations of similarly suggestive ill-omen.

The eastern man on his vacation boards the train laden, in addition to his maps and guides and folders, with a vague but roseate preconception of what California will be like. It is one in which figure largely orange groves and sun-kissed meadows, vine-clad hills and rolling wheat fields, giant rose trees and a riotous profusion of semi-tropical verdure. He knows these things are so because his enthusiastic friends, newly returned from the land of sunshine, have vividly described them to him. California is California, and no sooner has the big double-header poked her snorting nose across the border of the Golden State than he is peering anxiously from the car window. Is he perhaps awed by that vast expanse of yucca and joshua, sage brush and greasewood? Not at all; he is looking for a palm tree.

## The Threshold of California.

From the Needles to Cajon the moist and expectant traveler is made keenly aware, whether he will or not, of hours and hours of waterless wastes. He may refuse to heed them and to that end bury himself bodily in the latest magazines, but the desert will not be denied. An all-penetrating cloud of gritty, sneezy dust sifts freely through air-tight double windows and settles familiarly upon him and his. The sun peers curiously through the panes and, finding only a close-drawn curtain, beats furiously upon those excellent heat conductors with torrid and wilting effect. The observation platform affords, through a whirling dust fog, glimpses of life limited to a few scuttling lizards, a multitude of jackrabbits and an occasional coyote, sitting on his haunches and watching the clattering intruder with an indescribable air of boredom.

Now and again the train pulls to a reluctant stop, panting thirstily beside one of the infrequent water tanks. The towns that cluster about these desert "water stops" have an individuality not entirely due to their picturesque population. Generally, in the little crowd about the station, there are a few who await the train as passengers. These are of all sorts; the transient population of the Mojave is an oddly mixed one.

Among them is the prospector, one not to be readily mistaken, even by the eye unaccustomed to these nomads of the mountains and foothills. From his grizzled face, leathered by long acquaintance with sun and sand, to his high laced mountain boots, he looks the part. His right shoulder sags even without its accustomed burden; his corduroys are streaked and grimed with pot black, his hands are eloquent of single jack and pick. To remove all doubt, his pockets bulge with rock samples. Denude a prospector of his tools, remove him forcibly from his natural environment, invest him—if you can—in pocketless evening clothes and he will chip samples from the stone coping with your best opera glasses and secrete them in his top hat. He has the habit.

Contrary, perhaps, to the general impression, the "white Arab" is seldom morose or taciturn. Nine-tenths of his life are spent in silence and solitude, with no other companion than a pack mule whose speech is limited to two startling syllables, but the fluency and freedom of his own are in no wise impaired by long disuse. It is not at all difficult to engage him in conversation. He will probably try to sell you an El Dorado or two of his own locating; he will frequently need diverting from the jargon of lead and ledge and strike, but in his own way he will tell you many things that are worth listening to. They lose nothing by the crude directness of the telling.

## The Lure of the Desert.

Don't make the mistake of supposing him to be the victim of circumstances or venture to commiserate him upon a life condemned to hardship and desolation. He would tell you, though in more forcible idiom, that those to be pitied are those whose bread and butter requires that they live inside of fences. He has small use for cities and civilization.

Seen at close range or heard at first hand, the life of the average prospector hardly seems to justify his choice credit upon his judgment. The quest of the nimble pay streak is a picturesque one, but more picturesque between the covers of a magazine than elsewhere. The annals of mining districts are full of tales of lucky strikes, of wealth uncovered by a single blow of a casual pick, of mines worth millions stumbled upon by the merest chance. The other side of the shield is less attractive. For every man that has achieved wealth or even a competence in the toiling search there are a hundred who have not even the price of a fresh grub stake to show for years of hard work. Out of the thousands of claims in a single district a ridiculously small per cent have even paid the recording fees.

Of those whose ventures are built on the great American principle of taking a chance, the prospector is the

biggest gambler of all. On the elusive possibility of some day making a big strike he is risking more than his time and labor, or the bacon, beans and flour that constitute his grub stake. Even for the hardiest and most experienced the desert harbors a multitude of pitfalls. Any one of a score of accidents—a way mistaken, a distance miscalculated, a trifling sunstroke, a leaking canteen, a misstep on the rocks, a lurking reptile—may make a heap of bones the grisly monument that marks his last claim.

## The Snake That Did Not Strike.

A case in point was that of Superintendent Perry of the Daggett Borax Works, a man thoroughly acquainted with the desert. He started on horseback from Leach's Point, carrying an ample supply of food and water and traveling a plain and perfectly familiar trail. Some hours out, his horse showed signs of sickness, struggled a short distance and finally fell under him. Perry did everything possible to restore the animal, but it died within an hour. The trip was imperative, and he determined to complete it on foot. His canteen still contained water enough to get him easily to Hidden Springs, where he would get a fresh supply.

Late in the afternoon, as he was trudging through a rocky piece of trail, his alert ear caught the warning whir of a rattlesnake close to him. He leaped to one side, stumbled against a projecting point and fell, bursting the canteen against a sharp rock. Its contents were instantly sucked up by the thirsty sand, less than a mouthful being left. Holding this in his own shadow to lessen its evaporation and moistening his lips with stingy drops at intervals, Perry pushed on toward the Springs, now about forty miles away.

By nightfall his tongue was so badly swollen by thirst as to protrude from his mouth. At 8 o'clock, completely exhausted, he lay down in the trail, where an hour later he was picked up in a semi-delirious condition by the driver of a borax team. The coming of this team, without which Perry would undoubtedly have died where he lay, was a mere chance. It had been delayed earlier in the trip, and on the trail was twenty-four hours behind its usual time. In commenting upon the experience, Perry remarked merely that he sat up until 1 o'clock that night, drinking water.

To one whose thirst is quenched from a nickel-plated faucet, the bare facts of what lack of water means, in the desert's kiln-dried air and blistering heat, sound like fanciful exaggeration. In the sink of Death Valley, where the mercury rises to 130 in the shade—without any shade—and the humidity falls to less than 1 per cent, men have gone insane with canteens less than an hour dry. They have fallen and died a scant quarter of a mile from a flowing spring.

Dementia is, in such cases, an almost invariable precursor of the end. It manifests itself strangely, and seldom twice alike. Near the head of the grimly-named Paradise Valley, stretching to the north from the Calico Range, is a large yucca under which is a great heap of boulders. Beside it, a pine board, nailed to a stake, bears the penciled scrawl: "Grave of John C. O'Brien." They found him there, his arm still outstretched in a great hole he had made with no other tools than his hands, torn and stripped fleshless in his frenzied digging for water. In that strange well they buried him and piled stones above to guard against the prowling coyotes.

Desert lore is replete with legends of great finds made by men in the hour of extremity, and never rediscovered. There is a family similarity about these tales that suggests that, if not wholly mythical, they are at least patterned after a common model. The Great Peg-leg mine is such a one; another the marvelous Breyfogle Butte, which, as the story goes, is a huge mass of quartz in which nestle lumps of virgin gold like raisins in a pudding. More famous than either, however, is the outworn tradition of the lost Gunsight lead, in search of which particular wild goose scores of men have gone and not a few have lost their lives.

The man who originated the remark that there are grafters in every business under the sun might have reasonably expected to find an exception in that of prospecting. Its fruits, barren enough when legitimately attained, would scarcely seem to offer any temptations to the easy-going person who toils not or spins as long as there is cruelty to be imposed upon. But the grubstake eater is a grafter pure and simple.

To some likely tenderfoot, unsophisticated in the ways of the desert, in the character of come-on, he unfolds—in strictest confidence—an alluring proposition. Prefacing it with some such legend as that of the Gunsight lead, appropriately adorned, he sets forth that he alone is possessed with knowledge whereby with but little search he can relocate the lost bonanza. He proves it by a minute description of a territory he has happened to come across, with a host of convincing details which—naturally—tally to the smallest particular with those of the original story. He adds, with proper indignation, that up to that time he has found no one he can trust with the great secret. If his new friend, whom he can see to be a man of judgment and discretion, will back and grubstake him, he will guarantee to make them both millionaires.

If the new friend falls for it, as with skillful handling he is apt to do, the pseudo-prospector presently sets forth with a complete outfit of tools, burros, blankets and rations for sixty or ninety days. He disappears into the hills and thence unostentatiously retires to some obscure haven of rest, where he proceeds to justify his name by consuming the grubstake in peace and comfort. Needless to add he wastes no time in futile searching for the lost treasure. The rations gone, he returns, taking with him a number of appropriately rich ore samples which he has thoughtfully provided beforehand. These he submits to his backer with as vivid a tale of hardship and suffering as his fat and sleek condition will not too obviously belie. The samples are secretly assayed and the tenderfoot, overjoyed at

the result, needs little persuading and still more expensive outfit to the new claim. The second temptation of the first, with the same time the grub-stake eater never vantage of the device, from the is that not for months and years the victim awakes to the fact that an agitated hobo in idle luxury—where from three months to

## "She Burns Green, Rosie."

Although the prospector of the west is not as yet as ably associated with the west as the cowboy, his attention is by no means confined to the west. The knight of the short pick deserves a haphazard luck and rule of the country, indispensable as they are to the balance against a practical and mineralogy, petrography and geology. Many broad acres, was now where the bees hummed all day long, carous of sweets from the ports of their distant hives. The orchard, a rambling old-fashioned farmhouse, the roof came down low, and almost all-paneled windows, that gazed out over the brook laughing with a rippling way to the sea.

His beautiful wife, Viola, to this old man was a lion in his family for generations, they had lived a happy, quiet life, their occasional visits to the gay saloons to the south, and house parties whom they entertained with. They had not grown weary of each other's natures often do, when much on the contrary, a deeper and more affection brought them into closer harmonies of life.

Known in Hillsborough that he was in love with Viola Bartlett, the girl, for she was the only daughter, who was not only a leading jurist, wealthy and influential men in the

known test for borax. No one was more safely gone than Winters and his food and water, a pick, a moccasin hole, set out on foot northward to fall the next day they arrived at his bed. Without waiting even to his throat, Winters fell upon it till a little of the surface was scraped up a handful of the saucer, moistened it with some water. An instant later he burst into a pick in another, and seizing his tonished lady around the whooping:

"She burns green, Rosie." Winters realized a comfortable covery, though it was small and made from Death Valley brush. In the valley, lighting upon some find with the classic yell: "The

The Oldest Inhabitants.

Much of the desert's interest—distance—centers about its people. Of these original native bit is far and away the most noticeable. (Of these characteristics the man and he was a man of resolution, and the uncertainty no longer, he laid with such determination to win, such much manly devotion, he swept down opposition, and won her heart and hand. And now they had been married a glorious morning in early June. Eben met her in the orchard, as he had come to talk with her about. He

Second money goes easily to the way, pronounces his name like a who have not heard the woe of his son, wrung from his heart a songster, in the full of the moon, here of the sad and lugubrious. His it is even asserted that, when he offered a bounty of \$100 to any coyote read the notion and name of his patrician name during the summer months a together with the tick, kill him, like the house fly, he never goes

moment, but looked at her with a

air. This filled Viola with alarm about his arm, she waited for him

dark eyes lifted with an intent look

a moment Eben said: "I have re-wry, my agent there has not only large sums, but has been the ruin of my immediate attention. I have

to afford to lose as well as I, and my toothsome allurement of as many and strychnine, and it is this

know how much I regret leaving

look things squarely in the face, and our own future good."

Most dangerous in the desert is

cepting only his formidable side-winder. The side-winder is a venomous member of a large family met with. The chuckwalla is a vasty ugly even for a lizard but

roasted whole between the size of a dinner plate and the size of a dinner plate, "hot," clasping her hands the closer lines, "and what must be, must be, the best way we can."

Eben looked with admiration and love as he said "Spoken like my own brave and

had broken down and wept and

to stay at home, it would have un-known how much harder for me

not to have had to leave you just before."

From that particularly blithe

hand, Eben tenderly drew her

they walked back and forth beneath

and made their plans for the com-

ing, as then she would have more

ILLU



## Through the Topanga.

IN ONE OF THE MOST BEAUTIFUL CANYONS OF THE SOUTHLAND.

By a Special Contributor.

Of the many mountains that stand guard about Los Angeles Land, as this corner of the world might well be called, none can excel in charm that broken and serrated range which stretches westward from the city to the sea. I refer to the Santa Monicas. Whether mantled in morning fog, or standing, like clear-cut cameos, against flaming sunsets, they draw a line of beauty across the glowing sky.

In the early days, robber bands, after a successful foray, would seek these mountain fastnesses for safety; and even today the bad man, when closely pursued, finds nowhere else so sure a refuge as among the labyrinths of "hell's hip pocket." The geologist finds in this range an abundance of material for his hammer; the archaeologist discovers camping-places of vanished

the famous "long wharf" stretches out to sea, its last barnacle-covered piling a mile from shore. And on this wharf the fishermen who had ridden with us thus far would sit lazily all day, dropping their lines into the deep, blue water between the streamers of brown kelp; but we are on the hunt for scenes new and strange, and shall spend a far more active day. Of course we have on our oldest clothes, and shoes that we are acquainted with. Also each man carries a box of lunch and a camera.

Not far beyond the long wharf is a village of Japanese fishermen; the road we are following forms the main street of the miniature town. It is a neat little place, with houses in a row, and flowers in the dooryards. Immediately back of the houses looms a massive cliff, the dwelling-place of countless swallows, who are always circling about its lofty head, while to the front lies the beach and the whole Pacific Ocean. The sands are covered with boats, barrels, boxes, nets and other gear, and everywhere are the drying trays where the fish are cured by the sun's rays. It seemed to our eyes that there were acres of fish spread forth here; there were sides of yellowtail and of albacore, and thousands of sardines, in row after row, like little soldiers in silver

with the smoke came an odor of sulphur. We took some means to know what hid in their heart would disclose! and we were following seemed to be the general direction we must know which way to continue. Far

For a while we made good progress, and found ourselves at sea in a tangle of small and miniature ranges. We were not sure what way to continue. Far inside we could see a little house, but we had no time to waste. And we had no time to waste. With us that day. At the very crisis of the day a sharp whistle far overhead, and a man in a straw hat showed on the sky line of the sea, leaving quite a long way behind him. He came down to us. He had been a native of Angora goats, and seemed as scene from the South Sea Islands. He seemed to show us a short cut out of without going there. Then he disappeared in a lagoon, the natives' last hunting-ground. So we followed him into a dense bottom of a steep cleft, a gash in the mountain, where a tiny stream came leap-

and rather difficult climb, our little party of the world again. Indeed the rest of us to be a rolling plateau, as far as we could see.

Our young mountaineer accompanied us, and proved to be a very entertaining companion. He pointed out his home, far up on the mountain, and showed us in the face of the mountains that he had explored. Some were large and one in particular was the home of bats. In this cave he once came near

accidently with his life.

He would light his way, he was exploring the further chambers of the cave, and free his way through a narrow passage wedged in the narrow fissure, and could go neither forward nor back, but was. In the first struggle to free himself stepped to the ground and went out, as though the darkness added its pleasure prospect.

For about a mile the way down the incline we again over ourselves in the prettiest country of green pastures, bay fields, on every side of the picture, a river flowing, on every side the hills rising green hills with scattered pine trees.

He could have remained to ramble about a week with this young mountain guide; and to have one deer hunt with him in the wilder regions far back of Calabasas.

We passed a little ranch house, and at the junction of the road to the ranch and the stream and eat our lunch. It was the faintest breeze rustled the leaves overhead and rippled the stream. You may be sure a little more than did that one, nor the surroundings. While enjoying the view on the opposite bank a deer with black eyes, then with a lot of deer bounded over the grass and we saw a giant crane, that we had not noticed before, whose long legs and long wings and flapped heavily up the air.

From this meeting-place of the roads we came to the very edge of the San Fernando Valley, and were enchanted and breathless while we gazed at the panoramic view of the San Fernando Valley. At great intervals ranch houses were dotted on the valley's floor, while a large tree stood as a silken thread, to a little distance.

At the edge of the valley we met three little children, mere

children to watch from their vantage

hill and found no one at home.

dog staked out in the yard by a boy

climbing up the long grade of the oceanward

mountains; and now that the crest was

dropped suddenly down to the plain

we were following a roadway which we

had been following with the main highway for Hollywood.

Left billowing fields of wheat stretched

out over the fence the yellow poppies

and a fire in the miniature forest of the

gele. And not far away, in the distance, on the right were low, rounded hills

the whole world that afternoon seemed

to be a segment of spring, and our spirits soared,

always a reaction, and we did not feel

announced: "Los Angeles, 22 miles."

Joe expressed it. At sunset we passed

the valley put on gorgeous colors. At

the Cahuenga Pass, with just

the stars, were in our Los Angeles beds,

and we three started in on our

long afternoon of travel.

As one will do in a new country,

Robert Louis Stevenson smoked them.

He went and lived on the Island of Samoa

—Toledo Blade.

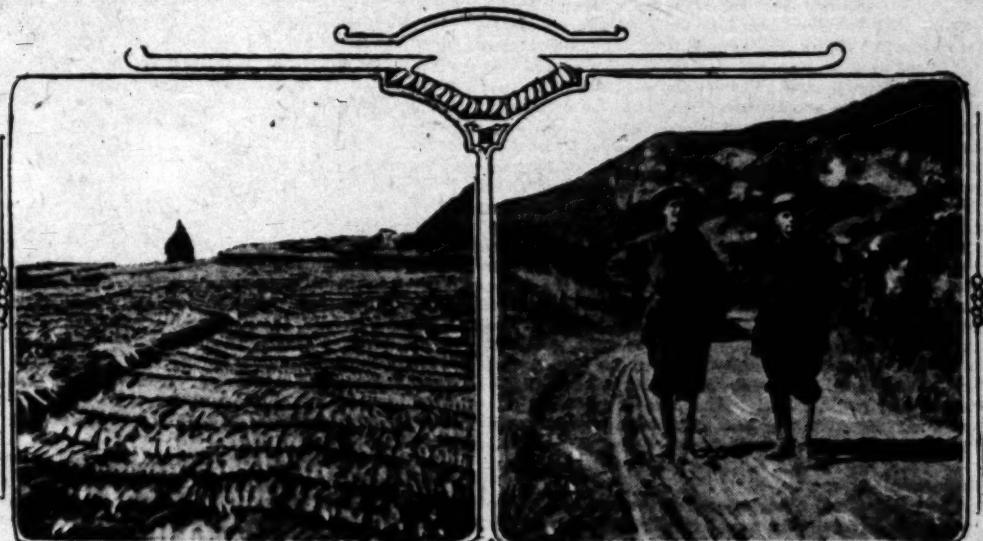
HAVEN CHARLES HURST.

smoke cigarettes?"

Robert Louis Stevenson smoked them.

He went and lived on the Island of Samoa

—Toledo Blade.



83 Acres of fish We do love a hike.



Cute Japanese - - - - - youngsters and mudpies.

Gateway to the inner country.

races, and tries, perhaps in vain, to decipher the hieroglyphics on the walls of many caves. Here the artist best loves to set his easel, and the camera man is in his paradise. Talk with hunters and they will tell you of bags of deer, of wild cat, of coyote, of quail, of happy camp fires in these hidden cañons; while fishermen will describe days spent along trout streams in the heart of the hills, and talk of wondrous catches.

Now neither Joe, nor Joe's brother, nor myself, lays any claim to being a scientist or an artist or an expert with gun and rod. But we do love to take a big hike whenever we can, especially through an unknown country. And that is why we were consulting a "government square" map one day. The coast line on this map runs almost due west; the bottom of the map is Pacific Ocean, just a strip of it, and the rest is dry land. And such a land! Just a jumble of streams, peaks, buttes, and cañons. Down the lower right-hand corner the old Port Los Angeles pier, a faint, black line, runs out into the ocean; and near it Santa Monica Cañon rambles back into the hills. Then come more cañons: Mandeville, Sullivan, Rustic, Temescal, Puig, Santa Ynez, and Topanga. All of these show small on the map and run back not more than four or five miles into the hills, except the last mentioned. For Topanga is a man's-size cañon. It starts from the seashore and pursues its crooked, northerly course clear through the heart of the mountain range, and one who follows it to the end comes out into the San Fernando Valley, some fifteen miles from the ocean. This cañon, then, seemed to promise us a good tramp, and plans were soon made to try it out.

We left Los Angeles one spring morning—there are no other kind of mornings in Southern California—on the first car going to Santa Monica, transferring there to the "fisherman's special" for a swift ride along the paliades to the mouth of Santa Monica Cañon. Here

uniforms. It was a great sight, and we got our camera busy at once. Not far away several Jap children, cut as dolls, were playing with their broken dishes and serving up wonderful menus of sand on their crackerbox table, just as any American babies would do. We were successful in having them look pleasant while we got a picture.

But we could not linger here too long, and soon were following the road up the coast, where it winds away between the cliffs and the beach, through a most unique region. I do not know of any other place where mountains come so close to the shore, for here one can stand on the sands of the beach and gaze up at rocky heights where great, white yuccas glow against the green background of manzanita.

As we progress up the beach we occasionally pass the mouths of little cañons, where tiny streams slip through mossy banks and find their way across the sandy beach to the sea. We penetrated into one of these cañons a short distance—Temescal Cañon, judging from the map—following up a dry water course. The cañon was narrow and the walls steep; at their foot was a considerable talus of broken rock. Our astonishment may be imagined, when upon looking back into the cañon we saw a large volume of light blue smoke issuing from the naked rock of the cliff. We stood and gazed with incredible eyes, while the faint, faraway drumbeat of the surf alone broke the morning stillness. It seemed as though some invisible beings were worshiping at a mystic shrine where that pale wisp of smoke floated into the blue. Cautiously we climbed up this smoking mountain, and made an examination. The wall was made up of gray, stratified rock, broken finely everywhere by numerous vertical and horizontal cracks. An oily moisture exuding here had drawn a black stain across the face of the wall; in this dark belt the rocks were too hot to hold one's hand upon, while mingled



## To Lower Price of Pork.

### WILL BE ACCOMPLISHED BY DOING AWAY WITH HOG CHOLERA.

FEDERAL GOVERNMENT, HAVING COMPLETED ITS EXPERIMENTS, IS HANDING THE BUSINESS OVER TO THE STATES—WORK TO BE UNDERTAKEN ON A GREAT SCALE IN THE CORN BELT—A SAVING OF \$25,000,000 PER ANNUM ON PORK.

By a Special Contributor.

**P**ORK is to be cheaper. The price is to be lowered by saving to the farmers \$25,000,000 a year which they now lose by the plague of hog cholera.

Up to now, no means has been known whereby the disease could be dealt with effectively. During the summer and early fall of every year it has raged, causing



Dr. Marion Dorset

an annual loss of as much as \$5,000,000 to individual States, such as Missouri and Iowa. But the Federal government has at last solved the problem, and there is every reason to expect that within a few years hog cholera in this country will be practically eliminated. It will no longer exist, save for an occasional small outbreak, perhaps, which can be easily checked.

The government, having found a remedy for the mischief—a "serum," that is to say, which renders pigs cholera-proof—might easily manufacture and distribute the stuff in indefinite quantities, just as it now sends out tuberculin on a wholesale scale to all parts of the country, for testing cattle. But the Bureau of Animal Industry, which has worked out the problem, considers that it is now "up to" the States to appropriate the necessary money, establish their own plants, and "immunize" their own hogs.

They have taken up the idea with enthusiasm—especially the States of the corn belt of the Middle West, which are most interested in the hog-raising industry—and already the serum is being widely distributed in Ohio, Indiana, Missouri, Minnesota and Michigan. Illinois has made an appropriation for the work, and Kansas today is ready with 100,000 doses of the preventive for use during the next few months.

The government experiments have been conducted on a farm, specially equipped for the purpose, at Ames, in Iowa, and invitations were sent out to the health authorities of all the States some time ago, asking them to come and see how the serum was made. Thirty States have already responded, and by this means an acquaintance with the method of treatment, and the processes involved, is being rapidly spread to all sections of the Union.

Fortunately, the matter, now that it has come to be understood, is very simple. But, in order that it may be made clear, it should be explained that the supposed "germ" of hog cholera was discovered twenty-five years ago—a bacillus resembling that of typhoid fever; whence the term "pig typhoid" sometimes applied to the disease. That this was really the responsible microbe was accepted as beyond question by scientists all over the world.

Nevertheless, there was something very odd about it. Efforts to make from it an effective serum, or a satisfactory vaccine were unsuccessful. When cultures of the bacillus in question were fed to pigs, or injected into

their bodies, they developed a disease which bore all the marks of hog cholera. But other pigs, though intimately associated with the animals thus made sick, did not take the disease—whereas hog cholera under natural conditions is frightfully contagious.

Hogs that have had the cholera, and recovered from it, are proof against the disease. But those pigs which got well after being made sick with the artificial complaint exhibited no such immunity. In fact, they seemed to be as liable to catch the malady and die of it as any other hogs would be. Here, again, was a contradiction not easy to explain.

On the other hand, experiments showed that, if blood were taken from a cholera-sick hog, and injected under the skin of a well hog, the latter contracted the disease. But in this case the disease artificially produced was contagious, and the pig, if it recovered, was proof thereafter against hog cholera.

This fact shed some light upon the problem. For it seemed to prove that there was something else in the blood of the cholera-sick hog that had to do with the disease—something, that is to say, other than the bacillus already mentioned. Indeed, it was found that when such blood was passed through a filter, so as to get rid of the bacilli and all other visible bacteria, it was still as virulent as before, readily producing hog cholera. Obviously, then, there must be another germ—invisible, because of its extreme minuteness, even under the microscope.

Here was the beginning of success in a long series of experiments leading up to a great discovery, the credit for which must be given to Dr. Marion Dorset, of the Bureau of Animal Industry. But of course the really important work had still to be accomplished. To know that an invisible germ existed was one thing; to make

it was ascertained, however, used by itself, produces an temporary, lasting three or four days, upon the pig a permanent immunity. It must be dosed simultaneously with disease blood, an injection of the muscles beneath the skin. The animal is not perceptibly sick, and dies of hog cholera.

Just why this should be so is not known. Hog cholera, which is promptly cured by the serum introduced into his veins, has just broken out, and only (the serum alone, it is said, not only stop the progress of the disease, but it cures it. The brutes permanent." "You will become a wealthy merchant."

"It's inward thought. "Ma's right. You will be a good wife." "You will be a good wife." "You will be a good wife."

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## ILLUSTRATED WEEKLY MAGAZINE.

45

## Soul Mate.

THE CASH BOY,  
FOR AN AFFINITY.

## Second Contributor.

It was ascertained, however, that by itself, produces an involution, lasting three or four weeks, upon the pig a permanent immunity must be dosed simultaneously with disease blood, an injection of the muscles beneath the hind leg, is not perceptibly sick, and it can no longer.

Just why this should be so, is not known. A hog treated in this way goes for a business career," believes, which is promptly caused to introduce into his veins. In a few months, he will become a wealthy merchant, the serum alone, if used to stop the progress of the disease, is the best.

"Er—I'll take the same." He hadn't the faintest idea what Flossie had ordered.

"I can't speak to her while Flossie's here," he decided. "Just my luck! She didn't act much like she felt like I did. Still, you can't tell."

When the girl brought their ice-cream sodas and set them down on the table, her hand slipped and part of the foam spilled over the rim of his glass.

"She's nervous," thought Ed exultantly. "She feels just like I do."

After they had left the ice-cream parlor they walked toward Flossie's home. When they had yet a block to go, Flossie said:

"Comin' up this afternoon, Eddie?"

"No."

"What's matter? Goin' fishin'?"

"No, Flossie, I ain't comin' up no more."

It was out. Ed drew a long breath and waited for the storm.

Flossie stopped and looked at him with eyes opened wide in surprise. She could not believe her ears.

"You ain't comin' up no more?" she said slowly. "You mean it's all off?"

"Yes."

"Why?"

"You ain't my soul mate."

"Your what?"

"My soul mate."

"What's that?"

"It—it's the girl that's goin' to be my wife. Mabella, the fortune teller, told me this mornin' just before I run across you."

"Humph! I don't take no stock in fortune tellers. You're crazy. What did she say?"

Ed drew a breath of relief. He had not expected Flossie to take it so coolly.

"She said I was goin' to marry a tall, dark girl, a peach for fair," he replied. "Said I was goin' to meet her pretty soon." He decided not to say that he had already met her.

"You're batty, Ed Withers," said Flossie scornfully. "You got pigeons in your cupola, sure. Pa says all fortune tellers are fakers."

"One told me where to find her weddin' ring once when it was lost," defended Ed.

"Anyway, I don't care," asserted Flossie. "Go on and look for your dark-eyed pippin. Bob Young's crazy to go with me, and I never did want to marry you, anyway. So long."

Always before, the mere mention of Bob Young, the butcher's boy who delivered meat at Flossie's home, had been enough to rouse Ed's fighting blood, but now he felt that he owed "Soupbone" an eternal debt of gratitude.

With a saucy toss of her yellow curls, Flossie started on toward her home, and Ed started directly back to the ice-cream parlor. There he sought a corner more secluded than the one he and Flossie had occupied a few minutes before.

The same waitress came up for his order. She looked surprised to see him back so soon.

"You must like ice cream," she remarked cheerfully. Looking around to make sure they were not observed, Ed caught hold of her hand.

"Do you feel it, too?" he asked anxiously.

"Feel what?" demanded the girl as she snatched her hand away.

"Don't you feel funny inside? Don't you know that I'm your soul mate?"

"Say, you're either crazy or a new kind of a masher. No, I don't feel funny inside, and I don't know that you're my soul mate, but I do know you're the freshest ever, trying to hold my hand that way. Any more of your funny business and I'll have you kicked out. Didn't you ever hear that song, 'Maybe I've Got a Beau?' Now git!"

Ed got. He felt crushed completely, yet his faith in Mabella was not shaken.

"She said I'd meet her before the year was up," he mused. "I'm a mutt, all right. Got excited and thought the first dark girl I run across was her."

Though he resolved that he would not make another "break" with any blonde until he was absolutely certain that she was his soul mate, Ed kept a sharp lookout for dark girls as he disconsolately walked the streets. Girls by the dozens he met, but those who were not dark, "very dark, with just a hint of roses in their cheeks and languorous black eyes," he passed by with no more than a glance.

Again he thought he saw her. He was crossing a street at the time, and she was coming toward him on a bicycle. Ed stopped short and with his heart in his mouth watched her slowly wheel nearer. Yes, she fitted the description, and he felt much more queer than he had felt in the ice-cream parlor.

The girl was idly watching the hurrying throng, and ran into Ed before she saw him. She was jolted from her seat, but landed on her feet with the handle bars still in her hands.

"Oh, I beg your pardon," she said, blushing prettily. "I didn't see you. Did I hurt you?"

"Oh, that's all right," Ed assured her, partially recovering himself. "I'm to blame. Not hurt a bit."

She mounted her bicycle and started to ride on.

Couldn't Tell. Our pocket ever been paid? I don't know. It never was. I have since, I, of course, paid out about it. —Chicago Daily News.

Inherited. I saw such a kickin' as the place where and at every place I suppose he inherited it. —Chicago Daily News.

the wave of joy was not as full and complete as it might be, but that was doubtless because of the presence of yellow-haired, blue-eyed Flossie, who gazed at him serenely from across the narrow table.

"What will you have?" asked the waitress, leaning gracefully with both hands upon the back of an unoccupied chair.

"Strawberry ice-cream soda," replied Flossie promptly.

Ed sat in silence for a full half-minute, gazing at the girl he felt sure was his affinity.

"Hurry up, Eddie," said Flossie impatiently. "Are you goin' to be all day makin' up your mind?"

"Er? Oh!" stammered Ed, waking from his reverie. "Er—I'll take the same." He hadn't the faintest idea what Flossie had ordered.

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"Hold on a minute," called Ed in alarm. "I—I—I want to ask you somethin'."

"Yes?" she questioned as she stopped.

"Don't—don't you feel kind o' queer?" he stammered.

"Oh no, not in the least. It scarcely jarred me."

With a radiant smile and a nod of farewell, she was gone. Again Ed felt a spirit of utter defeat, not unmixed with self-condemnation.

"She never felt it a bit," he groaned. "Made a fool of myself again."

Ed wandered on and on. He had almost ceased to be interested in dark girls and had begun to think regretfully of the happy hours he had spent with Flossie.

"Still, that soul mate of mine's got to show up one of these days," he comforted himself.

He had too many things to think about to go home to lunch. Without realizing where he was going, he wandered out into the suburbs. There he saw another blonde who might be his affinity.

She was dressed in the uniform of a nurse maid and was playing in the front yard of a beautiful home with two little children.

The first time Ed passed she did not see him, but he passed by again five minutes later, and was rewarded with a glance from those "languorous black eyes." A thrill went through him, and he felt certain that she was really the girl of whom Mabella had spoken.

Again he passed. This time she looked at him with a little more interest. After going on less than a block he turned and boldly walked back. When he arrived opposite her, he awkwardly lifted his hat and bowed. She smiled.

With his head in a whirl, Ed walked three blocks. By that time he had partially composed himself, and went back with the firm determination of speaking to her. Another inviting smile. Hat in hand, he leaned over the fence.

At this instant, he heard a youthful voice across the street:

"Pipe Ed Withers mashin' the dago kid herder!"

Ed started and stared. Sure enough she was a "dago." He fled. He was quite sure that his soul mate was not a "dago."

Later in the afternoon he met Will Swasey, hat salesman at Myers & Martin's, who had been a sort of big brother to him since he had left school and gone into the store.

"Say, Will, are fortune tellers fakers?" he asked.

"Betcherlife!" was Will's emphatic reply. "It's the greatest graft what is. If you want to throw away your money you might as well go to a fortune teller as do anything else, but be sure and forget what she tells you."

This confirmed Ed's worst fears. He had thrown Flossie over on the word of a rank faker.

"Say, kick me twice, hard, will you?" he requested dolefully.

"Why, you ain't been to one, have you? How much did she sting you for?"

"Half a dollar."

"Well, you are easy! I can make better use of my dough than givin' it to somebody that's too lazy to work. Anyway, forget what she told you and don't go chasin' off after any buried treasure, or anything like that."

"I wish I had forgot what she told me," silently mourned Ed as he walked away. "Talk about your chumps!"

Disgusted with the world and himself, Ed trudged home.

Scarcely a word did he say to his mother during the evening meal. He was worried and restless, and as soon as the meal was over he roamed forth again with some wild idea of breaking all Mabella's windows. Instead of seeking the fortune teller's quarters, however, he took the nearest way to Flossie's.

As he neared the front door, he gave the whistle by which she always knew when he was in the neighborhood. But no yellow-haired, short-skirted blonde ran down the steps to meet him.

Her father was smoking on the porch, but Ed did not dare ask him where Flossie was. Miller was Ed's idea of a real "grouch," for he held old-fashioned ideas about the proper conduct of boys and girls in their teens.

Walking on without aim or object, Ed soon came in sight of a young couple, strolling down a dark street, holding hands and talking confidentially in low tones.

The girl was Flossie Miller and the boy was Bob Young.

The sight filled Ed Withers with a blind and unreasoning rage. He would go with Flossie, would he? He'd show him; and her, too.

Stealthily slipping up behind his rival, Ed stooped and pushed behind Bob's knees. That young man's legs doubled up under him and he sprawled on the walk.

Flossie fled to a point outside the danger zone and stopped to watch the battle.

"Get up," commanded Ed, with an ugly, menacing tone in his voice. "Get up and fight, you big chunk of dog meat. What do you mean by chasin' off with my girl?"

"O-o-o-o! My leg's broke!" groaned Bob.

"Where? Which one?" asked Ed anxiously as he sank on his knees beside his fallen adversary.

The inanimate form suddenly sprang to life. Young leaped to his feet, planted a stinging blow on Ed's face and with a yell of terror fled down a side street.

"The dirty coward!" exclaimed Flossie, running to Ed's side. "Did he hurt you much, Eddie?"

"Not a bit," Ed replied as he wiped the blood from a cut on his cheek. "Come on. Want to see a show?"

"Ye-e-es, I guess so, but what about the fortune teller?"

"Aw, she's off her base."

ERNEST DOUGLAS.

**Mary Sugar.**

LOVE STORY OF A SERVANT GIRL  
WITH TOO MUCH SOUL.

By a Special Contributor.

I.

MARY was recommended to us as being a "jewel." She was a jewel, a barbaric bauble of peculiar workmanship, and as such, interesting and ornamental, as jewels should be, but not altogether useful. Mary hailed from Hungaria, and was the child of emotion and the handmaiden of mirth. To Miss Vicks she was a great trial. Miss Vicks is our housekeeper, or rather, our general manager, my sister's and mine, and ever since we can remember she has been in the family to guard us from harm and guide us aright in this world of perplexities.

"I declare I won't have that harum-scarum in the house another day! Of all the luny creatures I ever saw in my life, she is the luniest!" proclaimed our guardian angel at the outset.

Mary stayed. We live in the country—we were fortunate in getting any kind of help. Miss Vicks is one of the most kind-hearted persons that ever breathed, but she is exacting; she has a precise and orderly mind and always has had trouble with servants; furthermore, she is stubbornly idealistic and persists in entertaining the vain hope that some day a perfectly satisfactory domestic will come to bless our home. Otherwise she is quite rational and practical. Though she cannot be termed patient, she is wilfully long-suffering; she thrives on difficulties.

"Now, Mary—what did you say your last name was?" began Miss Vicks patronizingly after it was decided that the new girl would be given a chance.

"Sugar."

"Sugar? You don't mean to tell me that is your real name?"

"Sure! All right!" replied the maid with a saccharine smile.

"Well, then, I suppose it can't be helped, but you have a very silly name, and I hope you will turn out well in spite of it. As I was going to say, you are a good girl; I know you wish to do right, but you are inclined to be careless! There is no sense in being careless! Suppose some day you get married—"

"Oh, I never get married! I no like get married!"

"That is sensible. You are young yet—how old are you?"

"Sixteen year old."

"The idea! I should hope you wouldn't be having such notions! Only 16! My, how young you ignorant foreigners develop—just look at that bust—but suppose that if you were married—"

"I shouldn't! Honest! I no like man—only to dance!"

"Very well—I'm glad you're so positive about it—but suppose, just suppose that you had a home of your own; would you like it always to be untidy? What would your husband say? What would he—"

"No, no, no! I wouldn't have him! I no like him!" cried Mary, waving her arms in horror at the idea.

"See here! Don't interrupt me again! What I was about to say is that you must learn to do things right from the start. It's just as easy to do things right as wrong—it's a great deal easier, I'm thinking! Always remember that. Try to do exactly as I tell you. There is not too much to do here, and if you work right you will have plenty of time to yourself to read and—"

"I can no read."

"Dear me, what a goose you must be! It's no wonder you're such a harum-scarum when you have nothing to occupy your mind but nonsense. I'm really sorry for you, and if you would like to learn to read I'll try to teach you. Oh mercy me! Why can't you sit in a chair like a civilized person! (Evidently becoming weary of the tedious address, Mary had flopped down, Turk fashion, on the floor and was sitting there placidly with her arms folded on her knees.) Get up this moment and go about your work!"

"Oh, Miss Vicks, you all right! I like you all right!" laughed Mary as she trotted into the kitchen.

This was not a promising beginning, yet Miss Vicks was not discomfited. "It's no use to waste good breath talking to a girl of her kind; she's got to be taught by example," she sagely concluded.

Mary's tastes were primitive. She fancied bright colors and dressed accordingly; gaudy raiment went well with her dark glossy hair, sallow complexion and sparkling black eyes; her clothes hung loosely upon her supple figure and her hat, when she wore one, wobbled as she walked, still she was not awkward, for she was light of foot and had a sort of listless animal grace. "She carries herself like a wilted bouquet," Miss Vicks was wont to remark. Mary would not eat of the food that she prepared for the rest of us, but subsisted almost entirely upon black bread, a thick soup which she made of onions, potatoes, flour and a quantity of paprika, and apples. Before she came most of our apples used to rot in the cellar; now they met with more speedy disintegration. Mary had an intense aversion to fish; she couldn't bear the smell of it, and whenever she was called upon to serve it she would hold out the platter at arm's length and slam it down before us with an air of unutterable disgust. She made such an ado about fish that we finally lost relish for it ourselves.

The first time Mary did the ironing she ironed the pillow cases without starching them, which was contrary to the orders she had received. Miss Vicks remonstrated, but Mary insisted that starching was not necessary. My sister and I were inclined to Mary's opinion, and I was so incautious as to remark that un-

starched bed linen was far more comfortable than starched. Miss Vicks gasped in surprise; she directed a withering glance at me and then, raising herself rigidly to her full height, and she is uncommonly tall, she declared in tones of authority from which there was no appeal:

"Well, I never saw the beat in my life! What do you know about it? Such Indians! Not starch pillow slips? Indeed? Well, now, you just mind what I say as long as I have anything to do with the running of this house, the pillow slips shall be starched! That's the way we do in Pennsylvania, and I guess you'll find that Pennsylvania ways are about as good, if not a great deal better, as any other ways, I'm thinking. As long as I've been here—and you know it as well as I do—the pillow slips have always been starched! Why? What are you two children thinking of? Taking up like that with Mary's low, heathen ways? I declare if I wasn't here to look after you, you'd soon be sitting around on the floor like monkeys, the same as she does! You'd take to eating her peppery soup and burn your insides out, that's what you'd do! I wonder what your father would say to such carrying-ons, if he were alive to see you! Mercy me! Now you both go back to your work and just leave me to run this house the way it should be run, in the good old Pennsylvania style!"

We decided not to interfere again.

The next ironing day I heard Mary call hilariously: "Miss Vicks! Oh, Miss Vicks!"

"Well, what is it now?" came the answer impatiently from somewhere upstairs.

"I will starch your stockings!" cried Mary, and then, with a wild burst of laughter, she fled back to the kitchen without waiting for a reply.

We were never permitted to forget that there was such a being as Mary in the house; the slip-slap of her loose, heelless slippers on the kitchen floor almost kept the seconds; at frequent intervals she would shriek in convulsing laughter, apparently without reason, and in her more serious moments she would sing snatches of quaint, plaintive Hungarian airs.

Mary utterly lacked a bump of reverence. It was quite beyond her comprehension that there was any impropriety in her coming into a room full of company and interrupting all conversation to ask some trifling question in regard to the housework. If we were at dinner there was no counting on her to wait on the table, for half the time she was not in the kitchen at all, but out in the yard romping with Bob, our greyhound pup. As for answering the doorbell, she might heed it, or not, just as the spirit moved her, yet she seemed to enjoy the sound of it and would often amuse herself by executing a tattoo on the push button.

Said Miss Vicks one day in March: "Well, thank goodness, we'll soon be having nice weather, and Mary will be able to go out more; it's hard for one of her disposition to stay cooped up in the house; I'm sure she'll quiet down when she has a chance to see her friends in the village more often."

Spring arrived peacefully enough, but instead of quieting down, Mary became wilder than ever. Miss Vicks had miscalculated the effect of spring on one of Magyar blood. Spring simply boiled in the veins of the Hungarian maid. She began going to the village every evening to dance at the house of a countryman. She always returned early and unaccompanied; if she had suddenly fallen in love, there was nothing in her demeanor to betray it, nor did she lose her appetite for apples or onion soup. Her breath was ever mighty with the graveolence of garlic, and that alone should have insured her against the advance of a lover; yet perhaps not, for it seems that those of her race are not squeamish in such matters.

One day a letter came; a letter gaudily ornamented with blood-red roses, addressed to Miss Mary Sugar. Our lissom handmaid chuckled as she tore open the showy envelope; she seemed to consider it a joke that any one should send her a letter, since she could not read. She frowned, though, and shook her head comically as she studied the mysterious written characters. The writing was in a foreign language, and was clumsy and irregular; the note paper was soiled and ink-smeared; that letter had not been dashed off lightly; it was the product of sweat and agony, yet Mary chuckled.

"You'll have to get one of your friends to read it for you," suggested my sister innocently after we had glanced at the missive.

"Ooh, no-o!" objected Mary.

"Why not?"

"I wouldn't!"

"Do you know who wrote it?"

"I know—I no like him!"

A week later another rose-illumined epistle arrived. This one was even more labored than the other for the author had rashly undertaken to express himself in English. After swearing me to secrecy, Mary permitted me to read the letter to her. As nearly as I can remember, it read thus:

"Dear Mary why you no write why you no tell me you will love I have nine dollar week we live fine you marry me god no more fuss I must have you you say yes no more fuss I come to you sunday

"STEVE."

"I won't have him!" cried Mary fiercely. Her black eyes snapped and she stamped her foot. "He no good! I no marry! I no like marry! I like this way!" She grabbed the page from my hand and twisted it to pieces.

Mary nursed her wrath for twenty-four hours, and for that length of time was a model servant, attending so soberly and strictly to her work that Miss Vicks, who was ignorant of the cause, was convinced that at last her efforts were beginning to bear fruit. By the second day Mary's heart had softened somewhat; she confided to me that Steve had been attentive to her in the village, and that she had resolved to let him know, once and for all, that she wouldn't have

him, instead of ignoring him. Possessed of this knowledge, she was a model servant, attending so soberly and strictly to her work that Miss Vicks, who was ignorant of the cause, was convinced that at last her efforts were beginning to bear fruit. By the second day Mary's heart had softened somewhat; she confided to me that Steve had been attentive to her in the village, and that she had resolved to let him know, once and for all, that she wouldn't have

him, instead of ignoring him.

On Sunday evening

the morning sun had risen in mild

the west the same sun had

the bank of ocean fog mingled

short hours, intervening between the

the sun designated, what had happened?

During his natural span of three

though his labor with diligence and

which is the stupendous history of the

record, then, be but a single item

music affected her peace

won't have him," she said

strain of lamentation but

the village much excited, and

no marry him." It was

in her mind, but anger.

Some time in the night

by a racket, a screaming

"What is it?" I cried.

Marie had rushed into the

He out there drunk! He

I slipped on some stones

dashed downstairs and

"Don't be a fool and

Miss Vicks, w

of purest yellow and stood dry and

of grayish buckskin, in irregular

spindrift crests and eastward slopes

during his natural span of three

years which, a few weeks before, had

rugged steeps with graceful spires

lawnes pointed skyward a grim

lawnes.

of the day a moving wreath of

irregularly above the clumps of trees

along the bed of Topanga Cañon

with sweat and foam, lashed to its

a double burden, dashed up the

direction of the Arroyo Santa Monica.

rode a man of swarthy complexion,

strong, wiry build, and the ornamental

of the better class. Crosswise in

"Nice, isn't it," she was

middle of the night by my

I won't have it! It's a

neighbors think?

"How can I help?"

"You could help!"

age the young man?"

"I never want him! He

I never like him!"

"Oh, I understand all the

—then you'll up and may

heathen make love!"

"I wouldn't have him! He

sing—he couldn't—he

I throw water on him! He

throw big stone! He

wouldn't have him!"

In spite of Miss Vicks

we ever heard of

There shortly came the

bicycle. The fact that

the craze influenced her

in two days, and in a week

the turnpike. Wheeling

for her; a dizzy delirium

there was no telling at what

she to mount her wheel and

her pacemaker. At first her

so strenuous that when she

exhausted to the ground and

holding her sides for

utter a word. "The silly

say, 'you'd think she'd be

her powers of endurance

came more protracted, and

counter her five miles from

dinner time. More than

time to prepare meal. The

variable excuse. This

gross an irregularity in our

prohibit her leaving the

when her work was done. The

law of her own spirit could

spirit said: "Mount thy

instantly, without question,

Now that she could not leave

in the neighborhood

cycle path nearer at hand.

In the back yard my

is in form and about forty

raises all sorts of hard

vided into sections after the

wheel, and each section is

of plant. Around the

is a tar walk, and this is

course in lieu of the

expended the exuberance of

weeks before the accident

perilous that she use the

speedway. At the time of

(CONTINUED ON

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ster Retribution.

TRAGIC ROMANCES



**The Sacred Shrine of Ise.**  
ITS RELATION TO ANCESTOR WORSHIP IN JAPAN.

By a Special Contributor.

THE recent visit of the Emperor of Japan to the sacred shrine of Ise to pay his respects to the First Imperial Ancestor brings into prominence what must always be regarded as the strongest national force in Japan.

In connection with the worship of the First Imperial Ancestor there are three places set apart. These are "the shrine of Daijingū," at Ise, the Kashikodōkō, in the Sanctuary of the Imperial Palace, and the Kamidana, which is to be found in every house." In the first two places the Imperial Ancestor is represented by a

second god shelf of the Shinto household, both being dedicated to worship of family ancestors.

Whatever be the family rite, prayers are repeated before the ancestral tablets every day. The nature of the offerings and the character of the prayers depend upon the religion of the household; but the essential duties of the cult are everywhere the same. These duties are not to be neglected under any circumstances. Their performance in these times is usually intrusted to the elders, or the women of the household. There is no long ceremony, no imperative rule about prayers, nothing solemn; the food offerings are selected out of the family cooking; the murmured invocations are short and few. But, trifling as the rites may seem, their performances must never be overlooked. Not to make the offerings is a possibility undreamed of; so long as the family exists they must be made. Participation in the ceremonies is generally limited to the members of the family and near relatives, but occasionally larger festivals are held, at which Shintoist and Buddhist priests

the family ancestors. This is the highest of all, the veneration of the family.

In this way there is a perfect development of the patriotic and national sentiment, as well as of the morals of the people.

Shintoists and Buddhists alike are worshippers; the rites may differ somewhat, and in every Japanese home or place devoted to ancestor worship suffered no bad effect from the ethical code might be impossible.

The Emperor, as the descendants of their rights and duties, embodies in himself the system of ancestor worship. In that position, but the enormous dependence upon the loyalty of the people, cannot be overestimated.

Each day contains some distinctive veneration of the Imperial Ancestor, but still resists effacement and disappears.

Beauty envelopes the mountain, with its

Desierto.

IN THE FORESTS OF MEXICO.

By Alexander Evans.

El Desierto conjures a vision of mysterious depths "where the old wanderer in peaceful

the barefooted Carmelites are

on the mountain, with its

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the sway of the

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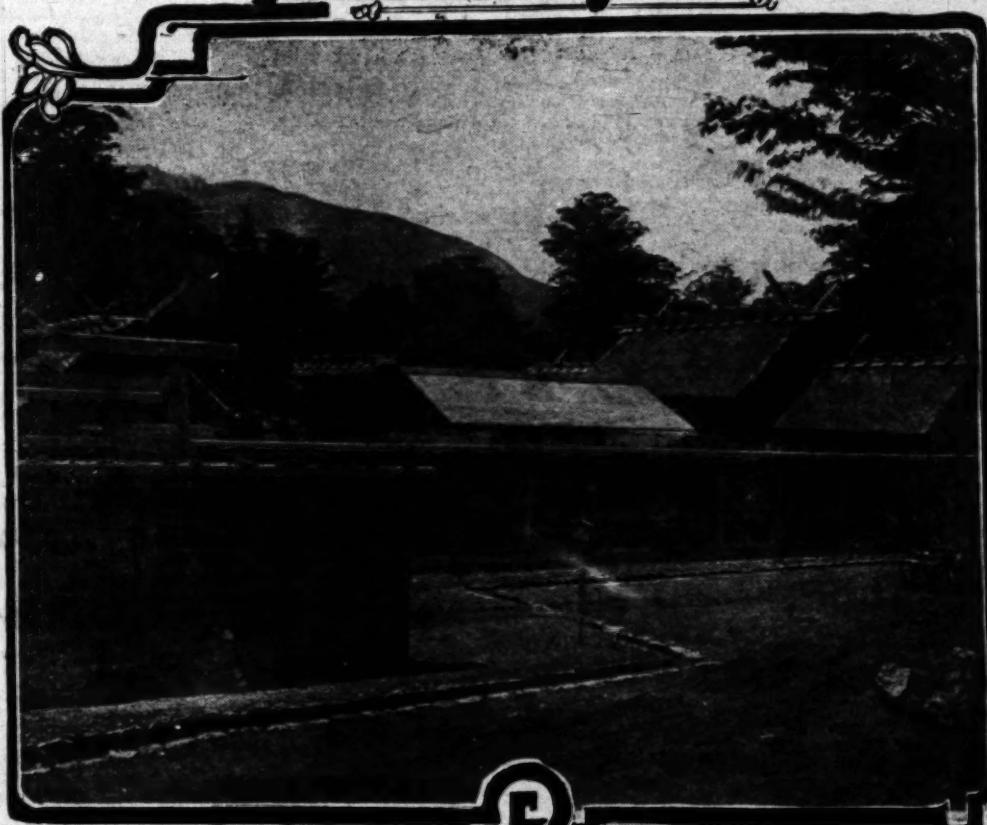
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Where the Emperor worships the Imperial Ancestors.

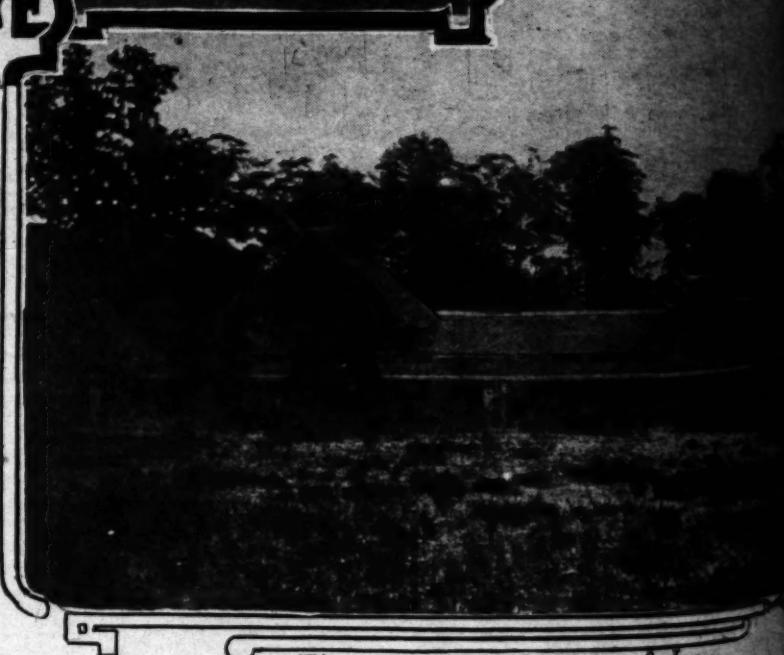
"Divine Mirror." The mirror was given to the First Imperial Ancestor, so tradition says, "accompanied by the injunction that her descendants should look upon that mirror as representing her soul and should worship it as herself."

Originally the Divine Mirror was worshiped at the imperial palace, but was later removed to the shrine at Ise, its place being taken by a duplicate. Although all the people worship the First Imperial Ancestor at home, they look upon it as a necessity to visit the shrine at Ise at least once during a lifetime. It is to the Japanese people very much what Mecca is to the Mohammedans. From the shrine at Ise radiates out the system of ancestor worship, which finds a place in every home in the land. The two sacred places in every Japanese house are the Kamidana or "god shelf," and the Butsudan or Buddhist altar. The first named is the Shinto altar, which is a plain wooden shelf. In the center of this sacred shelf is placed a taima or o-nusa (great offerings,) which is a part of the offerings made to Daijingū of Ise.

The taima is distributed from the shrine of Ise to every house in the empire at the end of each year and worshiped by every loyal Japanese as the representation of the First Imperial Ancestor. On this altar the offerings of rice, sake, and branches of sakaki tree (cherry Japonica) are usually placed, and every morning the members of the household make reverential obeisance before it by clapping their hands and bowing; while in the evening lights are placed on the shelf. On this shelf is placed in addition the charm of Ujigama, or the local tutelary god of the family, and, in many houses, the charms of the other Shinto deities also.

In the Shinto household there is a second god shelf or Kamidana, which is dedicated exclusively to the worship of the ancestors of the house. On this second shelf are placed cenotaphs bearing the names of the ancestors, their ages and the dates of their death. These memorial tablets are called "Mitama-shieo," meaning "representatives of souls," and they are usually placed in small boxes shaped like Shinto shrines. Offerings of rice, sake, fish, sakaki tree and lamps are made on this second shelf as on the first.

In the Buddhist household there is, in addition to the kamidana, a butsudan, in which are placed cenotaphs bearing on the front posthumous Buddhist names and on the back the names used by the ancestors during their lifetime. Offerings of flowers, branches of shikimi tree (Illicium religiosum,) tea, rice and other vegetable foods are usually placed before the cenotaphs, while incense is continually burned, and in the evening small lamps are lighted. The butsudan takes the place of the



The Sacred Shrine of Ise.

officiate either in a private house or in a Buddhist temple.

Ancestor worship, or more correctly, the veneration of ancestors, is little talked of in connection with Japan, and has recently been quite overshadowed by the discussion of bushido and its effects. Bushido, wonderful as its teachings and influences are, was at best but a class religion or ethical code. Ancestor worship is universal and has always belonged as much to the peasant as to the aristocrat. It may be said without any exaggeration that every Japanese man, every Japanese woman and every Japanese child is an ancestor worshiper!

This applies to the Christian convert equally with the Buddhist devotee. Ancestor worship, or more properly the veneration of ancestors, is something independent of religion; it does not interfere with it and cannot be affected by it. It is worth noting that in China the greatest strides were made by the Jesuit fathers in gaining converts and power after they had declared that ancestor worship was not a religion, and therefore need not be abandoned by the convert to Christianity.

Ancestor worship does not stop at the veneration of

the hills and caves (which are ten miles apart) and the bounds and compass of the earth and gardens of fruit and flowers are many miles in compass; and there are many springs of water, which, like the trees, are most cool

"The cadet uniform is also a good model. The dress coat is light, very light, and the shoulders are heavily padded in order to give effect. The chest is made thick, so that there is no danger of wrinkling. And this is always to be designed for a man who is smaller than the one who wears it. The coat in fact is always a source of trouble. When he first puts it on it hangs down his neck, but seems to lack about his shoulders. The owner may squirm and wriggle to induce his waist to a minimum degree. His maiden efforts are never sufficient to do this. When we saw it, you must first get the young fellow laughing, and then get his friends to lead their asses, and then get him to begin tugging and squeezing him, so as to tighten the coat. All this for the reason that he has no place in the military service to go to, and that we thank him for his

"We saw it, you must first get the young fellow laughing, and then get his friends to lead their asses, and then get him to begin tugging and squeezing him, so as to tighten the coat. All this for the reason that he has no place in the military service to go to, and that we thank him for his

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## ILLUSTRATED WEEKLY MAGAZINE.

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## His Kind.

## A SIMPLE LOVE STORY OF STEPHEN AND BETH.

By a Special Contributor.

EVERY section in the tourist car was occupied. A young father and mother with a noisy child seemed to pervade its length with their fuss and chatter. Two women, pronouncedly gowned, paraded the aisle with much aggressive talk between themselves. At the rear of the car was a group of obviously theatrical people. A young man with soft, long hair sat sewing buttons on a scarlet coat with careful stabs of his needle; beside him lounged a disheveled, world-worn "chorus lady;" in the seat opposite, another woman lay sleeping as if drugged; a too brilliant, yellow head appearing above the variegated assortment of stage trappings that covered her. Just ahead, two old ladies discussed fearfully the perils of travel. At every jerk and pause of the train they started up with renewed flutterings of terror. The big, smooth-faced young brakeman answered their recurrent questions with unfailing good nature, seeming rather to enjoy his role of guardian angel.

Stephen and Beth sat in Number Three, at the forward end of the car. "I hate to ask you to ride in here," he apologized, hanging her coat on its hook, and arranging the rest of her belongings with tender awkwardness, "but if little girls will insist on going home on short notice! There, we're fixed." Stephen stretched himself comfortably, with his big cowboy hat balanced on one knee. Beth only smiled. She dreaded the five days' ride, yet it was comforting to know that Stephen would be with her until 10 or 11 o'clock that night, at least; she wondered what was the business that had called him away in the same direction, this particular day.

Steve's mother had said that morning, with anxious eyes upon him: "I've seen how the wind blows, Stevie boy, ever since she came out here to visit her cousin, but she's been brought up so different, Stevie! Do you think she's the best mate for a man with his way to make? Do you think she'd be happy on a cattle ranch, with scarce a neighbor in thirty miles? Promise your old mother, Stevie boy, that you'll look twice before you leap." She had held his hands tightly, and tears had stood in her eyes. And so the promise had been given. His mother never questioned but that the immense relief that came over her was entirely unselfish.

Stephen stole a look at Beth; she met his eyes with wistful confidence. Steve shut his lips tight. "I must keep my promise," he vowed sternly.

The car was nauseous with train smoke and the mingled odors of cold victuals that the other passengers were beginning to remove from their baskets. The baby at the end of the car clamorously demanded his dinner.

"Say, it's a shame, Beth, for you to be mixed in with this bunch!" Steve looked remorsefully at Beth in all her dainty perfection.

"I don't mind," Beth answered briefly. Her voice was tremulous, she feared to say more. They had never been alone before, this way, and Beth's thoughts persisted in dwelling on the overwhelming content of it. "Just to be with Steve always"—her lips trembled with a smile. She looked out of the window with her hand shielding her face.

A gray-haired gentleman across the aisle leaned toward them. "I've got more on my hands than I bargained for," he volunteered, pointing to the tot beside him. "It's my niece—her mother just died out here, and I'm taking the little thing back East to her grandmother. She's just out of the hospital three days ago, with croup, and it's a pretty risky business traveling with her." His tone bid for Steve's sympathy.

"She's pretty good to come with you," Steve smiled, extending a finger to the pale little creature who sat so quietly in her place.

"Yes, I never saw her before but once when she was six weeks old, and her grandma never has seen her. But she won't get any less warm a welcome for that. Your wife with you?" he inquired, with a traveler's easy bon camaraderie.

Steve turned a delighted scarlet. "We aren't married," he hastened to say in as offhand a manner as possible. Beth, who had drawn forward to hear the baby's story, sank back in confusion. She felt no resentment at the stranger's remark; on the contrary, she pronounced him a singularly agreeable old gentleman. Her heart warmed to the motherless girlie across the way, and soon, with pretty coaxing gestures, she enticed Isabelle to her knee. Steve joined the old gentleman, and the two plunged deep into an animated discussion of cattle raising in Idaho; not so deep, however, that Steve remained oblivious of the wonderful tableau across the aisle.

The baby sat in Beth's lap extracting the contents of her shopping bag with grave interest. The tiny silver mirror won a crow of delight. "Mine!" said Isabelle, putting it aside with care. She hesitated over a penny photograph, a tiny forefinger on the pictured face. "Mamma?" she questioned. Beth swallowed hard and pressed her face against the baby's head. When Steve glanced over again, Beth had out her silver-mounted hair brush and was smoothing with deft strokes the tangled mat of pale fine hair. Isabelle protested with shrug of her small shoulders, but Beth beguiled her with a tale of three little pigs that squealed and grunted so entrancingly that discomfort was forgotten.

All through the long afternoon Beth amused the baby with tireless patience, not relinquishing her until she fell asleep with Steve's overcoat tucked about her to ward off draughts.

Later, as they stood on the back platform of the car looking down at the swiftly changing panorama of mountains, clouds and deep green valleys that endlessly spread and retreated before them, each vied with the other in pointing out fleeting beauties. Suddenly there flashed into view a particularly gorgeous glimpse. Overawed, Beth turned to Steve. Far down below in the cañon's heart he had spied a bony old cow grazing beside the clear silver stream. "Wish I had a stone, I'll bet I could hit her," he boasted boyishly. They laughed together with immoderate joy. As the sun dropped at last behind the white horizon line and the last red point disappeared, Beth turned to Steve impulsively with wide-flung arms.

"Oh, I don't want to leave it all—there's no country like it—it's home!"

As they passed through the car on their way to the diner, the old ladies eyed them with the audible comment: "A honeymoon couple, don't you suppose?" Steve and Beth avoiding each other's eyes, tasted happiness of an entirely new flavor.

It was a wonderful meal that they two shared across the little table. Steve ordered for Beth with the keenest solicitude, lest she be not quite pleased. Beth ate docilely in a daze of contentment. Steve was so big and so pleasantly conspicuous; it was delightful to be under the shelter of his dominating personality. Other meals seemed dismal in contrast. And Steve, opposite, watched her adoringly and made dream plans so daring that Beth's innocent eyes upon him brought a swift color to his face.

The grandfather was waiting for them when they returned to their seats. "I never undressed a baby in my life—I don't know what kind of an out I'll make of it," he inquired.

Isabelle sat on the edge of her berth whimpering crookedly.

"Let me." Beth's tone was capable, and presently from behind the curtains a soothing murmur of conversation could be heard, punctuated less and less frequently by the sleepy baby voice. Finally there was silence.

"I'll just slip over and take a peek," grandfather whispered. In a moment he beckoned Steve to his side.

The baby in her little white robe lay in Beth's arms, close to her bosom, one small hand upfacing across her cheek. Woman and baby breathed softly in unison. The old man, with the irresistible tendency of age to point its lesson, laid a hand on Steve's shoulder and whispered: "Young man, seek you ever so far, you'll never see a finer sight than that."

Stephen was already in anything but an unappreciative condition. "Twould have been better for the success of his mother's plans had she found excuse to keep him at home.

It neared 10 o'clock. Steve, consulting his watch, found that the train was due at his destination in ten minutes. Ten minutes!

Beth's face fell; her hands grew cold; she felt suddenly unbearable alone and forlorn. The car was deserted, its occupants having retired early, according to sleeping-car convention. The two old ladies had climbed stiffly to an upper berth, after many apprehensive groans and protestations that "they'd never get down alive!"

Steve and Beth watched them, and Steve had wickedly sighed for a kodak. The train sped along with a rhythmic click of its wheels. To Beth they threatened: "You'll never see him again!" To Steve they sang: "She's my kind, after all!"

"Next station, Coldwater!" announced the porter. Steve drew his suit case slowly from under the seat; Beth, with face averted, stared into the night. For a moment Steve sat quiet, trying to frame a conventional good-by.

"Co-old-waw-tah!" chanted the attentive porter. Steve sprang up, grasped his suit case and bent toward Beth with the courage of desperation.

"I must go," he said huskily. "You'll write to me? It's going to be lonesome back there on the ranch now." His throat caught on the words.

Still the girl did not face him. She merely murmured: "Good-by," in a remote, colorless little voice.

Stephen flung aside his suit case and sat down hastily. "I can't leave you this way," he whispered with gathering intensity. "I didn't know how I wanted you till today. Beth, look at me."

He was leaning very near her, and she drew back a little shyly. Then her lips curved and she gave a childlike sobbing laugh.

"And you had all day to tell me, and you wait—till now!" It was a reproachful little wail.

He looked at her with a throbbing joy. "Did you want me to tell you?" he asked in a wondering hushed way.

She nodded courageously.

"Beth—girl!"

The train gave a few preliminary jerks.

Steve drew her suddenly strainingly close. "Don't, dear—!"

"It's no one but the porter—!"

She lifted her face.

JESSIE ARMSTRONG CRILL.

## The Touch Effective.

"The young wife of a Philadelphia man, who is not especially sweet-tempered, one day approached her lord, touching the matter of \$100 or so," said George F. Bender of Philadelphia.

"I'd like to let you have it, my dear," began the husband, "but the fact is, I haven't that amount to spare, inasmuch as I must take up a note for \$200 this afternoon."

"Oh, very well, James," said the wife with calmness. "If you think the man who holds the note can make things any hotter for you than I can, why do as you say." She got the money."—[Philadelphia Times]



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## Some Leading Cartoons of the Day.



WILL HE ESCAPE THROUGH SOME LOOPOHLE IN THE ITALIAN-AMERICAN EX-TRADITION LAWS?

Baltimore American



Duluth Herald.



Portland Oregonian



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Washington Star



Spokane Spokesman-Review

ILLUSTR.

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"DEFECTIVE STEERING

"Good Stories.

GATHERED FROM

SOURCES.

The Times.

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## The House Beautiful—Its Flower Garden and Garden

## City Beautiful—Its

### WELL-PLANTED GARDENS.

THEY SHOULD BE FOUND EVERYWHERE IN CALIFORNIA.

By Ernest Braunton.

A FEW days ago, the writer was introduced to a man on a street car by a mutual acquaintance, and was told by the stranger where he lived. The yard was as bare of vegetation, save a little fox-tail grass, etc., and that now dead, as is this page—not a tree, plant or bush. The man stated he was a tenant and had lived there two years. Well, the writer doesn't like that kind of a man, and has no desire to meet more of his kind or further acquaintance with those already known. No excuse can be safely launched for such conditions.

The main need in any garden is a little elbow grease, coupled with energy and a moiety of that enthusiasm over other departments of nature that is supposed to lie in every breast of us human earthworms, though sometimes dormant. There is no love of nature, nor is there

height and dignity of trees. Our common and highly ornamental hydrangea, so marked a feature of local gardens, scarcely becomes a tree with us, for such a story would really be considered a joke, but The Times has been able to photograph one more than ten feet high, and vigorous in proportion to its height. It may be seen at No. 800 East Eighteenth street, this city.

### The House Beautiful: Cool or Warm.

FOR many years there has been a marked tendency toward concrete houses, both reinforced and otherwise. The views and assurances of Thomas A. Edison have given an added impetus to this class of building. The claim is made, and doubtless it is true, that these concrete houses are both warmer in winter and cooler in summer than the ordinary wooden house.

Of greater importance than either is the question of perfect ventilation. It has remained for a Los Angeles man, an architect and former building superintendent of this city, to be granted United States and Mexican patents for a scientific system of ventilation that is a wonder for arid and semi-arid climates. It insures an abundance



HYDRANGEA OVER 10 FEET HIGH, EAST EIGHTEENTH STREET, LOS ANGELES.

even good-fellowship, in the heart of a young, able-bodied man possessed of steady employment, at good wages, for eight hours a day, with wife and child, who lives in a house with a bit of ground about it and has not even an "excuse" of a garden. Five cents' worth of California poppy seeds will cover a yard with blooming plants that after preparatory work will care for themselves. Twenty cents more for four other kinds of flower seeds will give an abundance and variety of blossom throughout the year. The writer believes that such a man, in such fortunate circumstances, living in the same house for two years without a garden should be deprived of a vote as being unfit for American citizenship.

Even the owners of such properties should not escape the penalty, for we have hundreds of fine plants that only need putting in the ground at the beginning of the rainy season to become objects of beauty throughout long years without the time of a single minute put in upon care of them. In contrast to the citizen above described there are tenants who, upon only a year's lease, will at once put out garden improvements to the cost of a hundred or more dollars. With so much grand material at hand, material gathered from every country on this globe, no excuse is sufficient to offset a bare yard. It were better far to grow cabbages and tomatoes in one's front yard than nothing at all, for good vegetables are a possession to be proud of if found in a city garden, and are indicative of most commendable thrift. If either owner or tenant could say that the plants freeze in winter or none can be found to withstand the summer's drought, we might excuse him; but frost kills few plants, and we have those in market from the earth's desert regions where occasionally rain does not fall for two or three years. Even a carpet of vegetation would be preferable to nothing, and that marvelous lawn cover, *Lippia repens*, has grown and flowered in Arizona where the annual rainfall is less than two inches.

### Our Marvelous Plant Growth.

IT is no uncommon sight in Southern California to observe fuchsias, geraniums, heliotropes, etc. (usually considered small pot plants in our eastern States) running to the top of two and three-story buildings. Many other supposedly shrubby plants violate all long-established rules in our climate and become so aspiring as to either overrun the roofs of houses or attain the

dance of pure air, good circulation and a cool atmosphere in the hottest weather known, even with doors and windows closed night and day. It is a scientific system of cooling by water evaporation, automatic in action, but with no machinery, mechanical parts or attendance required. The results are obtained wholly through circulation of air. Thus far, the buildings erected have been largely packing-houses, meat markets and the like, where keeping cool is clearly of economic value, but the system is no less desirable for ordinary dwellings, and will no doubt be extensively used in the near future.

### The Coffee Tree.

THE coffee tree (*Gymnocladus Canadensis*), when grown in the forest reaches a height of from sixty to 100 feet and a diameter of from one and a half to three feet, and is even found of that size in Southern California gardens. The trunk tapers but little, and is often free from limbs for from fifty to eighty feet. The branches are stout, pithy, and blunt, and combine into a rather close crown. When not crowded by other trees the trunk usually divides at from ten to fifteen feet from the ground into three or four branches, which spread only slightly and form a narrow, round-topped head.

Although one of the rarest of our forest trees, the coffee tree is equaled by few hardwoods in the extent of its range, growing as far north as Montreal and south to Arkansas. Its geographical distribution is from Central New York and Pennsylvania west through Southern Ontario and Southern Michigan to the valley of the Minnesota River, Eastern Nebraska, Kansas, and Western Oklahoma, and south between the Mississippi River and the Allegheny Mountains to Tennessee. This range has been somewhat extended by seeding from cultivated trees. It is nowhere abundant, occurring only as a single tree in localities most favorable to its growth. Over large areas within its range it is entirely lacking or represented only by an occasional individual. The coffee tree is associated, in its native habitat, with the ashes, walnuts, hackberry, elms, basswood, cottonwood, honey locust, and hickories. Some very large ones may be found on the older ranches about Los Angeles.

"Why is it that poets never comb their hair?"

"The poor fellows worry themselves bald-headed before they get the price of a comb"—[St. Louis Star.]

### SCHOOL GARDEN.

### LETTUCE ISSUED FROM THE NORMAL SCHOOL.

There have either space or equipment for diversified garden work, but we are in our city, the State Normal School, students into the study of every branch of all departments of garden work, garden plots and a large lath house, all manner of plant propagation and every work is undertaken. In gardens stock of the very best.

Learned from the Los Angeles Normal School complete treatise on general gardening, and is not implied in the title. "Elementary Horticulture For Schools For Teachers and Administrators" by Clayton F. Palmer, in nature study. There are several of gardening instructions that are good for young or old, novice, However,

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Get fresh goods  
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## Care of the Body—Suggestions for Preserving Health

CONDUCTED BY HARRY ELLINGTON BROOK, N.D., OF THE TIMES STAFF.

ILLUSTRATED

### PRACTICAL HYGIENE.

[The Times does not undertake to answer inquiries on hygienic subjects that are merely of personal interest, or to give advice in individual cases. Those desiring personal advice should write to the editor of the department for particulars. General inquiries on hygienic subjects of public interest will receive attention in these columns. No inquiries are answered by mail. It should be remembered that matter for the Magazine Section of The Times is in the hands of the printer ten days before the day of publication. Correspondents should send their full names and addresses, which will not be published, or given to others, without the consent of the writers. Addresses of correspondents are not preserved, and consequently cannot be furnished to inquirers.]

#### Hot Weather Hints.

HAVING now passed the Fourth of July, we may expect some warm weather. Fortunately, those who have the privilege of dwelling in this favored land of Southern California—the New Palestine—never have to suffer from the discomforts that accompany a high temperature combined with much humidity. All the same, as soon as you get back more than twenty miles or so from the coast, it becomes warm enough to make you perspire quite freely. How comfortable, or otherwise you may be under these conditions depends entirely upon yourself—upon the way you live. A few suggestions from the editor of the Care of the Body may prove acceptable, and save you much discomfort and some suffering, if you follow them. The editor has lived for thirty-four years in California and Arizona, and has often seen the thermometer climb up to the 120 mark.

The Anglo-Saxon race does not readily adapt itself to changed conditions. Britshers and Americans, as a rule, are slow to follow the maxim, "When in Rome do as the Romans do." Thus, in India you find Britshers eating their regular full meals of meat, to which in that country they add the hot native curry. In all hot countries, by the way, they are fond of hot spices. In Mexico curry is represented by the ever-present chile. It may be that by this means they seek to draw the heat from the skin to the stomach. There are, however, better ways. The Anglo-Indian also insists on taking a good stiff "peg" in his water "in order to kill the bugs." Under these circumstances, it is not surprising to find that the prevalence of diseases of all kinds among the English troops in India is as seven to two, compared with the native troops. Also, that after a few years Englishmen are compelled to go back to Europe for a breathing spell. This is true of all white men in tropical countries. If they would have the sense to adopt—perhaps with some modifications—the mode of life of the natives, they would find that they could be comfortable and healthy as the natives are. Yet we find an eminent army surgeon like Col. Charles Woodruff, who has seen service in the Philippines, recommending, white men in the tropics to eat white bread, sugar, and meat, and to consume alcohol. About the only concession Anglo-Saxons have made to the tropics is the adoption of white linen clothing.

The early Spanish-American inhabitants of the Southwest lived in adobe houses with wide porches, and kept in the shade during the heat of the day. What a difference do we find among their Anglo-Saxon successors. It is difficult to imagine anything more unattractive and even repulsive than the average small town or "camp" in the arid Southwest, as seen in the middle of summer, when the fervid rays of the sun beat down pitilessly from a cloudless sky. There you may see straight up-and-down board dwellings, with narrow eaves, and no porches—or mere apologies for them—and not a green thing in sight. Inside, if you happen along about breakfast time, there will be a table covered with ham and eggs, hot cakes, hot biscuits, yellow with soda, and muddy coffee, while all around myriads of flies buzz and threaten to choke you as you swallow your food—and again not a green thing in sight. Is it any wonder that under such circumstances patent medicines are popular among these people, and quack doctors do a flourishing trade?

So much about what should not be. Now for a few suggestions.

In Northern California, and near the coast in Southern California, wooden houses are comfortable all the year round. In the interior adobe or hollow brick, or cement is better. There should always be an addition of lumber, as the adobe becomes heated during the day, cooling off at night. Be sure that the eaves are wide, and that there are wide porches all around the house. Also a wide hallway through the center. Plant creepers around the porch and shade trees a little way from the house, but not too close. A double roof is an excellent protection against excessive heat.

Comfort in hot weather depends much upon clothing—or the lack of it. Why should we not, in this warm Southwest country, at least go so far as to adopt the sensible costume worn by white men in the tropics? Light-colored clothing is not only more comfortable, but it is more healthy. Here is an extract from a book entitled "Death Defeated," by J. M. Peebles:

"One can walk nearly as far again, and with much less fatigue, upon a sunshiny day, dressed in white than in black. Take two pieces of cloth of the same size and texture, one white and the other black, spread them over the grass and fasten them down; lift them at the end of a month and mark the contrast! Under the white cloth the grass will look green, fresh, and growing; under the black cloth it will be yellow and sickly, if not dead. If black kills the grass, will it promote health in human beings?

"Black or dark clothes should not be worn in sick rooms. It is not generally known that a man wearing

dark clothes is more liable to infection from contagious disease than he who wears light-colored garments, because particles which emanate from diseased or decaying bodies are much more readily absorbed by dark than light fabrics. This is easy of proof. Expose a light and dark coat to the fumes of tobacco for five minutes, and it will be found that the dark one smells stronger than the other of tobacco smoke, and it will retain the odor longer."

It makes one shudder to see those unfortunate Sisters of Charity—"Sisters of Misery" would be a more appropriate name—crawling through the streets on a hot summer day, swathed in hideous black garments. Why cannot their church let them wear gray or white clothes, in a warm climate? The same may be said in regard to our policemen, and car conductors, and motorneers, who sweat all summer in heavy blue cloth. They could certainly perform their work much more efficiently if they were permitted to wear khaki. Uncle Sam is more sensible and considerate. He allows his postmen to wear a sensible summer uniform of straw hat, gray shirtwaist, gray trousers, and turn-down collar.

For underwear a very light linen mesh—ramie linen, if you can get it—is the best. Never wear wool either winter or summer. It is a filthy material. Ventilated hats and net shoes made in Germany will keep each extremity of the body comfortable. Helmet hats are also good.

Now, in regard to the important subject of diet. What would you think of a man who, on a hot July day, when the thermometer registers over 100 degrees in the shade, should go to work and light a big fire in his stove, and not only that, but frequently feed the fire with oily pine knots? You would think he was crazy, would you not? Well, that is just what a great majority of "civilized" men and women do during the hot months of summer, when they feed their body with as much heat-producing food as they consume in the depth of winter. The main object of food is to keep up the heat of the body. Ninety-eight degrees Fahrenheit is blood heat. Therefore, when the temperature of the atmosphere reaches, or exceeds that point, as it does almost daily in many sections of the Southwest, during the summer, you need very little food, and that not of a heating kind. One meal a day is sufficient, taken in the evening, after the air begins to cool, with a very light lunch and no breakfast. The greatest heat producer is oil, or fat, and next to that sugar. Therefore, avoid fats and sweets. Make your summer diet consist as nearly as possible of fresh fruits and green salad plants.

As to drinks, the best of all is pure soft water, with a little fruit juice. If you live mainly on fruits and greens, and avoid salt, you will not need to drink much. Every desert traveler knows that the more you drink the more you have to drink. All drug-store concoctions are bad, increasing the thirst after a short interval. Ice cream soda is an abomination. The fat in the cream and the sugar are both heating substances. Moreover, when mixed they lead to fermentation, and to inflammation of the lining of the stomach. Hot, weak, black tea, that has not drawn more than one minute, without sweetening, is about the best thing you can take next to pure water and fruit juice. It is said that Americans spend the enormous amount of \$500,000,000 a year on soda water. What a waste of money.

Another bad thing is ice. Americans are crazy on iced drinks, and that is one reason why you find so much dyspepsia and kidney disease. The temperature at which beer is drunk does much more harm than the little alcohol in the beer. Take your drinks cool, but never iced. You will not get thirsty again so soon.

Regular bathing is a great aid to comfort in hot weather. Animals take instinctively to the water during the summer. Take a warm—not hot—bath every night before retiring, or if you cannot do that, sponge yourself off with warm water, and be sure to wash the feet thoroughly every night. Get a sweat early in the day followed by a cold sponge.

Infants need special care during the hot weather. It pains a sensitive, intelligent person, when traveling on the cars on a hot summer day, to see unfortunate little children swaddled up in thick woolen clothing, and then perhaps—to "cap" the climax, as it were—with their thin paper-shell little skulls exposed to the direct rays of the sun, with no protection but a piece of open netting. Women who do this have no right to be mothers.

Again, when the baby "cries," he is usually given something to eat or drink "to keep him quiet." Now, in ninety-nine cases out of a hundred he is crying because he is overfed, and the food is fermenting in his little stomach. Instead of giving him more milk to add to his trouble, give him a few sips of cool water, containing a little fruit juice, and cut down his daily ration to one-half, or one-third of the usual diet.

Finally, to keep comfortably cool in your body you must also keep cool in your mind. Instead of "Let's talk about the weather," say "Don't talk about the weather."

#### A Wonderful Machine.

REFERRING to a review in the Care of the Body a few weeks ago, by Otto Carqué, of a book by Dr. Thomas Powell, of Los Angeles, in which review the author was said to have referred to the human body as a steam engine, B. W. Child of Pasadena calls attention

### the Body.

FROM PAGE 61

Powell does not refer to the human body as a steam engine.

The human body is certainly a most wonderful machine than any steam engine.

It is more correct to compare the human body to a motor, or dynamo, as Horace Carrington does in his book "New Glutton or Epicurean," reviewed here about

the following year.

STOMACH.

The Oxytene, or Oxygener, is a machine that we do not know of, but it is said to be a very good one.

For over fifteen years I have been almost entirely free from rheumatism, and the only time I have been sick since that period is when I had a bad attack of rheumatism.

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## ILLUSTRATED WEEKLY MAGAZINE.

61

## Preserving Health in the Body.

TIMES STAFF.

OXYPAC  
No Longer an

By means of the Oxygenator, you can pour into your system, and it will be as good as a gas engine.

The body is certainly a most wonderful machine than any we have ever seen, and will ever be able to

The means correct to compare the Oxygenator with a motor, or dynamo, as Horace

Why then continue to MURKIN.

The wonderful article Oxygenator, as it is called, is described in his book

"The Care of the Body," reviewed here about

Mr. Carrington

and the theory that we do

not need to eat at all, but

do to a few words of protein

safely done for me.

For over fifteen years I have had

rheumatism, and what the doctor

I have been almost continually on

that period. For the last two or

few months that I have enjoyed, and

made life a burden.

I had heard of your Oxygenator

since using it. Now I have had

my rheumatic pains are no longer

any pain at all. I feel better

years. You can imagine what

when I could not wear my watch,

my finger would break out and

poisoned. Since using the Oxygenator

continually for the past few

months I have not had any pain, and really "feel like it."

I can cheerfully recommend you

You very truly,

202 W. 12th St.

THE OXYGENATOR POSITION

TROUBLES. ALL DISEASES

The world's most famous scientist has been received from

THAT OXYGEN will dispel all

No matter what your trouble is

means on earth, the Oxygenator

after all other means have failed.

Come up and let us have you

will help you we will tell you in

in aquaintance in the treatment

the best and cheapest

covery of Perfect Health.

In the Oxygenator you can

estimate the value of your

and then recovered a

hundred, saying, "I would not

Any Money."

Oxytherapy is spreading to

Getting the Results.

If you are sick you simply need

it to be treated, and I had extensive

stantly to attend to your needs

that it would be necessary

and there are no bills to pay.

Let us prove to you the

the proof right here and

will cost me \$250, and

will lose my life. Being

SO. CAL. OXYGENATOR

522 Story Bldg.

5th and Broadway.

## and Opium

## Cured

## 522 W. Broadway, Los

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## A

## Diseases

## OF THE SKIN, KID-

## NEYS, ETC.

## 522 W. Broadway, Suite 706-707

## Hygienic Institute

## CURE

## How to cure your

## Disease by the

## Hygienic Institute

## For particular

## diseases

## Send stamped, addressed

## to Harry Ellington,

## 12, Station St., Los

## With headache or ill-

## feeling

## We are the best high-

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## Treatment rooms by

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## Hygienic Institute

## 522 W. Broadway, Dr.

## between Grant and

## Main Sts.

## Appointment

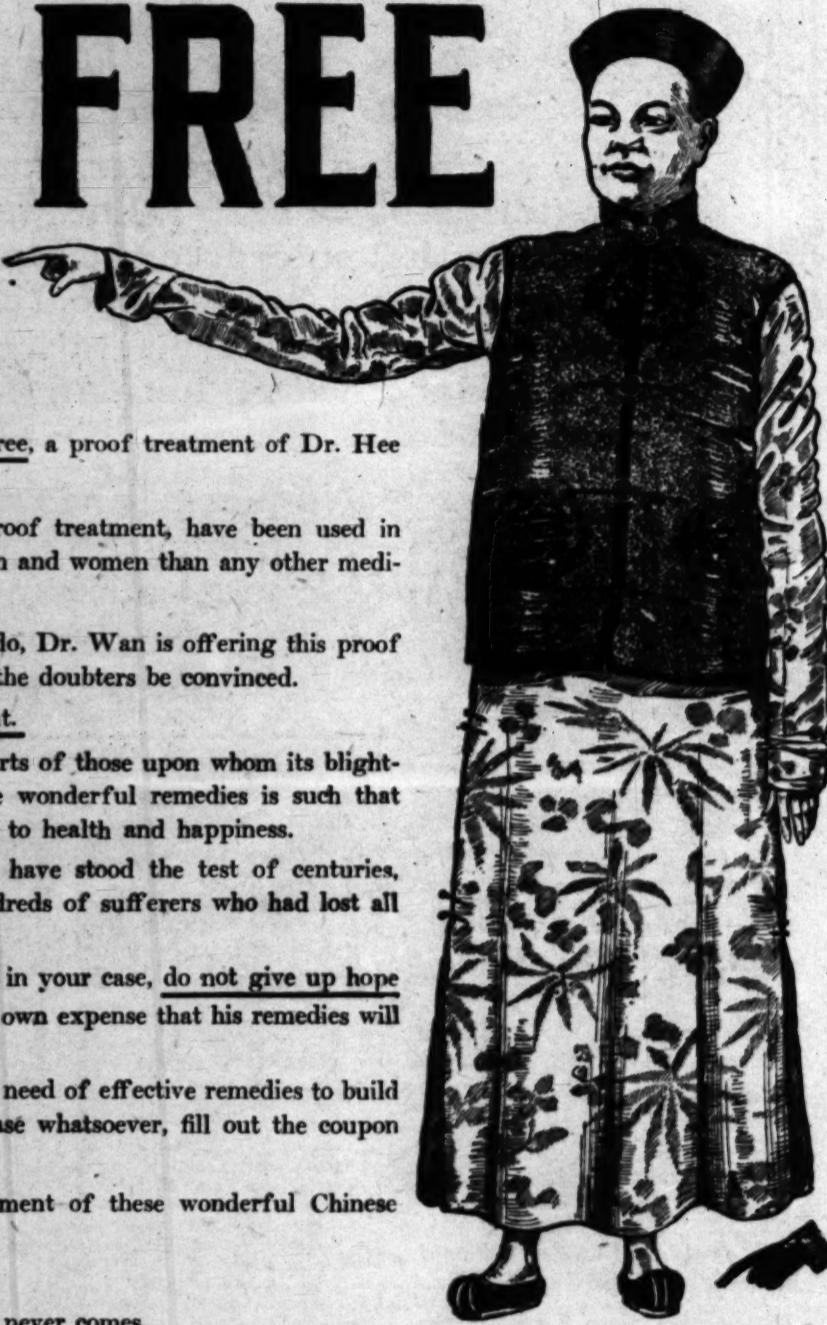
## Normal conditions are



# YOU ARE SICK

WILL SEND YOU THIS PROOF TREATMENT

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try everything  
now try the  
Chinese physician  
well!

Correct Chinese  
fail, and Dr. Wan has  
25 years' experience in  
the infallible  
successfully  
by the Chinese  
past two thousand  
ach trouble. Rheumatic  
complaints—In fact, over  
known to the human body  
be alleviated and removed  
with the wonderful  
properly administered  
get a free proof treatment  
Lum today.

Dr. Wan  
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Phone 5111  
Hours—9 a.m. to 9 p.m.

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FEE \$10. IN EACH LOCALITY

There is a time in almost every man's life when he can be restored, and the time is now. The disease has often been known to be incurable, but the Chinese "Nature Remedies" have been known to cure.

ACT AT ONCE. Write today.

Statistics show that one man in

will die of Cancer.

These men have

Cancers and Tumors of the Liver

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and require 6 to 12 weeks.

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to see what this wonderful treatment will do, Dr. Wan is offering this proof

that the skeptical may see and the doubters be convinced.

Naturopathy

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and to longer strike terror to the hearts of those upon whom its blight

is cast, for the healing power of these wonderful remedies is such that

as incurable have been restored to health and happiness.

Chinese methods of treatment have stood the test of centuries,

and Dr. Wan to restore to health hundreds of sufferers who had lost all

hope and strength.

and other doctors have failed in your case, do not give up hope

and have an opportunity to prove at his own expense that his remedies will

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It is a weak and run-down, if you feel the need of effective remedies to build

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and send it to Dr. Wan.

and you will receive a proof treatment of these wonderful Chinese

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Absolutely Free.

Put it off until tomorrow. Tomorrow never comes.

Opportunity you have been waiting for. Do not pass it by now that it has come your way.

Now, fill in the coupon below and mail it to Dr. Wan.

One step toward perfect health. Why hesitate about taking it?

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the Puritan Treatment

Cures the Liver

to hypodermic injection.

no purgative drugs.

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